

# Contents

- WHAT'S IN THE 2012 TRANSIT IMPROVEMENT PLAN? ..... 1**
- AGENCY OVERVIEW ..... 3**
  - Voter-Authorized Transit Programs ..... 4
  - Sound Transit District ..... 4
  - About Sound Transit's Board of Directors ..... 6
    - Board Meetings* ..... 6
    - Board Committees* ..... 7
  - About the Citizen Oversight Panel ..... 9
- TRANSIT IMPROVEMENT PLAN OVERVIEW ..... 11**
  - Responding to the Recession ..... 11
    - Program Realignment* ..... 12
  - Financial Plan ..... 13
  - Capital Budgeting ..... 13
    - Budget Approval and Phase Gate Process* ..... 13
    - Cost Estimates* ..... 13
  - Project Summary and Detail Pages ..... 14
    - Summary Tables* ..... 14
    - Project Detail* ..... 14
- SERVICE DELIVERY ..... 17**
  - Operations Plan ..... 17
- PROJECT DELIVERY ..... 19**
  - Project Delivery Summary ..... 19
  - Link Light Rail ..... 21
  - Sounder Commuter Rail ..... 48
  - Regional Express ..... 83
  - Service Delivery Projects ..... 122
  - Other Agency Projects ..... 161
- AGENCY ADMINISTRATION ..... 173**
  - Agency Operating ..... 173
  - Agency Capital ..... 173
  - Agency Reserves ..... 174

<b>APPENDICES</b> .....	<b>179</b>
<b>Appendix A</b> – ST2 Cost Estimates .....	179
<b>Appendix B</b> – Sound Transit Project Phases .....	185
<b>Appendix C</b> – Subarea Allocations .....	189
<b>Appendix D</b> – Reconciliation of the Endorsed TIP to the Proposed TIP .....	197
<b>Appendix E</b> – List of Charts, Maps, and Tables .....	203
<b>Appendix F</b> – Glossary .....	207

# What's in the 2012 Transit Improvement Plan?

## Agency Overview

The agency overview section contains agency history, programs, board and committee information.

## Transit Improvement Plan Overview

The transit improvement plan (TIP) overview section describes the specific sections of the document as well as the agency's capital budgeting and financial planning process.

## Service Delivery

The service delivery section of the TIP contains forecasted expenditures for operating and maintaining existing Sound Transit light rail, commuter rail, and express bus service throughout the region for the period 2012 – 2017.

## Project Delivery

The project delivery section of the TIP contains all multi-year board-approved budgets for active Sound Move and ST2 capital projects for Link, Sounder, and Regional Express. Also included in this section are capital project budgets for service delivery facilities and equipment as well as lifetime budgets for other agency programs that are not mode specific.

## Agency Administration

This section of the TIP contains forecasted expenditures of:

- Operating expenses for agency staff and services.
- Capital outlays for administration and information technology.
- Reserves for capital replacement, emergency/loss, systemwide insurance, as well as systemwide and regional contingency.

## Appendices

The appendices contain additional details relevant to the TIP including:

- Summary comparing voter-approved ST2 program cost estimates to the currently funded cost estimates.
- List of project phases used to plan and track project costs.
- Subarea Allocations.
- Reconciliation of the Endorsed Transit Improvement Plan to Proposed Transit Improvement Plan.
- List of charts, maps, and tables.
- Glossary.

*This page left intentionally blank*

# AGENCY OVERVIEW

## **Our Mission**

Sound Transit plans, builds, and operates regional transit systems and services to improve mobility for Central Puget Sound.

## **Our Vision**

Easy connections...

to more places...

for more people.

## **Our Story**

The Central Puget Sound Regional Transit Authority – better known as Sound Transit – was created by the Washington state legislature. In 1996, voters in the central Puget Sound region approved implementation of the Sound Move plan. Our mandate: to build a mass transit system that connects major employment and housing centers in King, Pierce, and Snohomish counties.

Since 1996, we have grown tremendously. ST Express bus service began in 1999, joined by Sounder commuter rail in 2000. Light rail debuted with Tacoma Link in 2003, and Central Link light rail began service in 2009.

We now provide transit services to 80 percent of Snohomish, King, and Pierce county residents – 40 percent of the entire state's population. Around 25 million people use Sound Transit to get around the region each year.

Today we continue to expand our high-capacity transportation network, which serves the nearly 1,100-square-mile Sound Transit district. We help millions of Puget Sound residents get where they need to go affordably each year, with services and facilities that include commuter rail, light rail, regional bus service, transit stations, and park-and-ride lots.

Our more than 500 employees are moving forward to make mass transit in Puget Sound even better, both by expanding our system and improving existing transit service. As we grow, we stay deeply in touch with community needs – we've held nearly 250 neighborhood meetings to develop our East Link light-rail service alone.

We are dedicated to delivering the Puget Sound's mass transit needs, while operating with the fiscal responsibility required in these difficult economic times and expected by the region's taxpayers.

## Our Values

As employees of Sound Transit, we will exemplify these values in our work as we achieve our vision of a regional transit system:

- ✓ Accountability
- ✓ Excellence
- ✓ Inclusiveness
- ✓ Innovation
- ✓ Integrity
- ✓ Public Trust
- ✓ Respect
- ✓ Transparency

## Voter-Authorized Transit Programs

Sound Transit is implementing two major, voter-authorized regional transit plans in partnership with public agencies, local jurisdictions, community organizations, the private sector, and the citizens of the Sound Transit District:

### Sound Move

In 1996, central Puget Sound voters approved implementation of the Sound Move plan to build a high-capacity public transit system. Since then, Sound Transit has built and now operates 75 miles of Sounder commuter rail, 25 ST Express bus routes, and 17 miles of Link light rail.

We are still completing other elements of the Sound Move plan. Notable current projects include building University Link, which extends light rail from downtown Seattle to the University of Washington, and extending Sounder commuter rail an additional 7.5 miles from Tacoma to Lakewood.

### Sound Transit 2

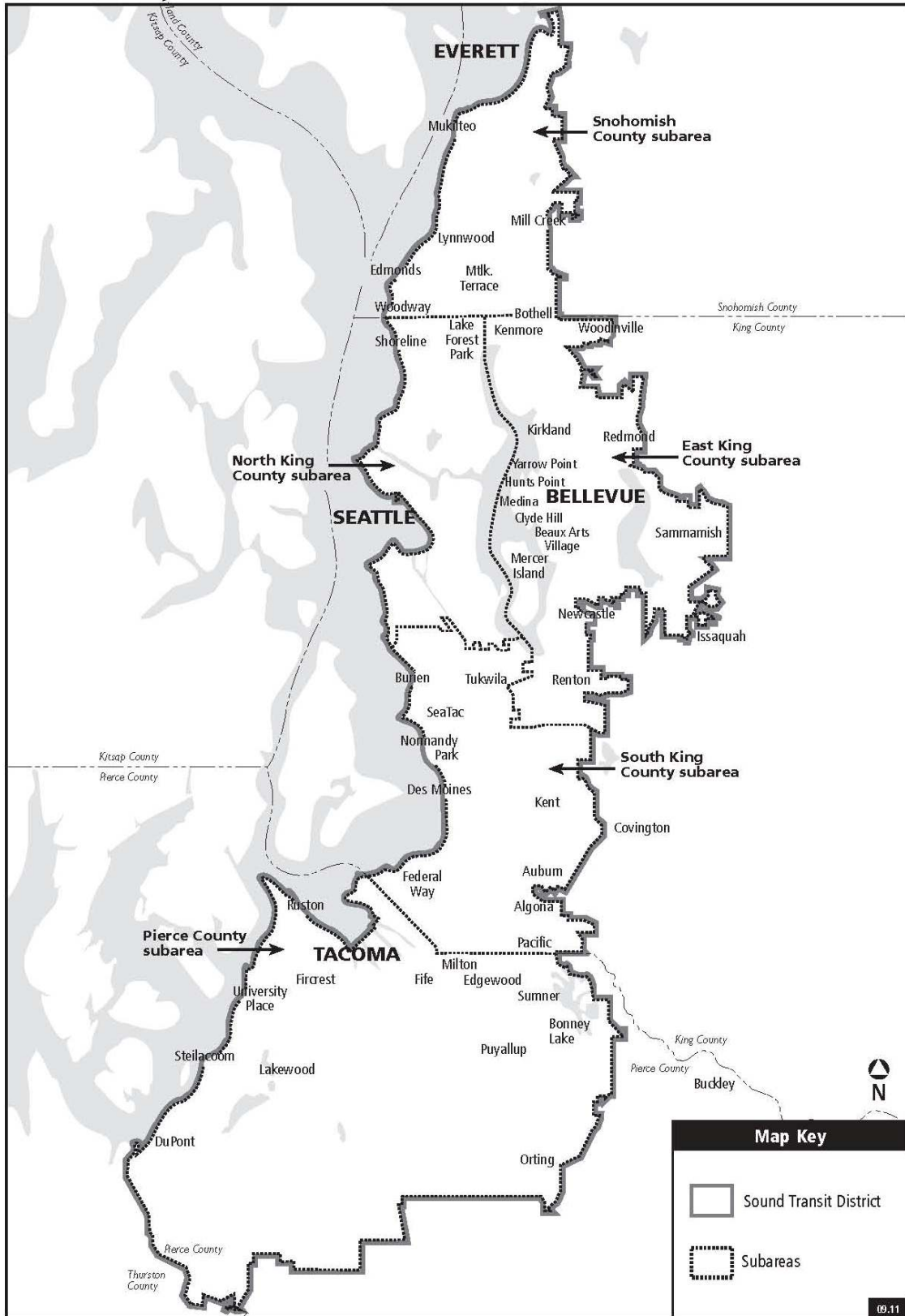
In 2008, central Puget Sound voters approved Sound Transit 2 (ST2), a mass-transit expansion proposal to add 36 miles of light rail, increase express bus service by 17% and increase commuter rail service. The plan also includes improved access to transit through expanded bike facilities, and better pedestrian access. Additional parking will be added in some locations.

New services will be phased in over several years. The first of the new services began in 2009 with increased ST Express bus service. University Link and South Link – Airport to South 200<sup>th</sup> Street are both scheduled to start service in 2016. However, due to the significant decline in agency revenues as a result of the recession, there are insufficient funds to complete all elements of the ST2 program by 2023 as originally planned. In last year's budget we described a plan to realign ST2 with the agency's revenue forecast. The realignment plan recommended continuing our progress on most projects, reducing the pace of service growth, deferring, rephrasing, and/or rescoping other projects on a priority basis.

## Sound Transit District

Sound Transit District's boundary lines, shown on the accompanying map, generally follow the urban-growth boundaries created by each county in accordance with Washington State's Growth Management Act. The Sound Transit District is then divided into five subareas, shown on the accompanying map. Revenues and expenses are allocated to subareas. For more detail on subarea allocations, please see Appendix C.

# Sound Transit District



## About Sound Transit's Board of Directors

Sound Transit is governed by an 18-member board of directors, made up of 17 local elected officials and the Washington State secretary of transportation, who is required to serve. The representation of the board is established in state law. Along with the Secretary of the Washington State Department of Transportation, members are elected city or county council members, mayors, and county executives. Board members are appointed to the Sound Transit Board by their respective county executive and confirmed by the county council.

To assure effective coordination between local and regional transit plans, half the members appointed in each county are governing officials of local transit agencies. Appointments must include elected officials representing the largest city in each county we serve, while smaller cities and unincorporated areas receive proportional representation.

The board's responsibilities include:

- Establish policy.
- Provide direction.
- Adopt budgets.
- Approve major contracts.
- General agency oversight.

### Board Meetings

The board and its committees conduct work at regularly scheduled meetings which are open to the public. Meetings are structured to allow for public comment. Meeting schedules, locations, and agendas are available in advance.

Sound Transit board members elect officers, including a chair and two vice chairs, every two years. The chair and vice chairs must be from different counties. The chair presides over all board and executive committee meetings and is a voting member of both.

The current array of board committees reflects our agency's growing role as a transit operator, as well as the increasing scale and complexity of the ST2 program. The committees assist in reviewing motions, resolutions, and staff recommendations. Each committee focuses on a different area of Sound Transit business.

Additional information on the Sound Transit board – including its structure, meeting schedules and locations, standing committees, and actions – can be found at [www.soundtransit.org](http://www.soundtransit.org) in the "About Sound Transit" tab.

## BOARD OF DIRECTORS

### Chair

**Pat McCarthy**  
*Pierce County Executive*

### Vice Chairs

**Julia Patterson**  
*King County Councilmember*

**Aaron Reardon**  
*Snohomish County Executive*

### Board Members

**Claudia Balducci**  
*Bellevue Councilmember*

**Fred Butler**  
*Issaquah Deputy Council President*

**Richard Conlin**  
*Seattle Council President*

**Dow Constantine**  
*King County Executive*

**Dave Enslow**  
*Sumner Mayor*

**Paula J. Hammond, P.E.**  
*Washington State Secretary of Transportation*

**John Marchione**  
*Redmond Mayor*

**Joe Marine**  
*Mukilteo Mayor*

**Joe McDermott**  
*King County Councilmember*

**Mike McGinn**  
*Seattle Mayor*

**Mary Moss**  
*Lakewood Councilmember*

**Larry Phillips**  
*King County Councilmember*

**Paul Roberts**  
*Everett Council President*

**Marilyn Strickland**  
*Tacoma Mayor*

**Pete von Reichbauer**  
*King County Councilmember*

### Chief Executive Officer

**Joni Earl**



## **Board Committees**

### ***Executive Committee***

The executive committee's responsibilities include:

- Review board rules, operating procedures, and governance structure.
- Analyze agencywide policies and provide policy recommendations to the board.
- Assess and monitor legislative activities.
- Monitor government relations and communications strategies.
- Examine the overall budget and other committees' budget recommendations.
- Validate and monitor our financial plan.
- Approve proposed bond issues.
- Evaluate the performance of the chief executive officer.

The executive committee does not have final approval authority, but board policy allows it to act in lieu of the board.

### ***Capital Committee***

The capital committee reviews and monitors stages of all capital projects to ensure they proceed as mandated in our long-range capital plan, the Transit Improvement Plan (TIP).

Additional duties include:

- Provide oversight, strategic direction, and recommendations on capital-project budget approvals as required by our Phase Gate process.
- Analyze and provide recommendations on new and existing capital-related policies.
- Validate projects' scope, schedule, budget, risks, construction activities, and claims.
- Examine proposed annual capital projects budgets and provide recommendations.

The board delegates the capital committee final authority to approve capital program transactions above the chief executive officer's level of authority of \$200,000 and under \$5 million.

### ***Operations and Administration Committee***

The operations and administrative committee is responsible for the following:

- Review and monitor operating plans, transit services, and customer-facing programs.
- Provide oversight, strategic direction, and recommendations on fleet and facility plans.
- Approve the annual Service Implementation Plan (SIP).
- Evaluate the impact on operating transit systems of facility and corridor capital projects.
- Examine proposed annual transit operations and staff budgets and provide recommendations.
- Analyze and provide recommendations on new and existing operations and administration policies.

The board delegates the operations and administration committee final authority to approve operating and administrative transactions above the chief executive officer's level of authority of \$200,000 and under \$5 million.

### ***Audit and Reporting Committee***

The audit and reporting committee is responsible for the following tasks:

- Review quarterly and annual financial reports.
- Evaluate external and internal auditors' planned scope, audit approach, results, and recommendations.
- Analyze and monitor management's implementation of audit recommendations.
- Review and approve performance audits to be conducted by the Internal Audit Division.
- Assess the agency's internal control systems.
- In addition to board members, the committee includes the chair of the citizen oversight panel.

## About the Citizen Oversight Panel

Sound Transit's independent Citizen Oversight Panel (COP) is comprised of volunteers appointed by our board. Their mandate is to monitor and report on agency performance in delivering commitments to the Sound Move and Sound Transit 2 programs in the following areas:

- Fulfill public commitments.
- Involve citizens in an open and timely manner.
- Evaluate project alternatives.
- Review capital and operating budgets and finance plans.
- Maintain equity in subarea budgets and reporting.
- Adhere to schedules and budgets.
- Review annual performance audits.

### Panel Members

Panel members are appointed by our board to serve four-year terms. The members possess a variety of interests, professional expertise, and experience. At least two members are appointed from each of the five geographic subareas of the Sound Transit District. The first panel was appointed in 1997.

### COP Reports

The panel reports its findings and suggestions for improvement to the board. Working on behalf of the region's citizens, the citizen oversight panel's vigilance, continuous feedback, and constructive suggestions help ensure that we successfully implement vital transportation improvements throughout the region.

Performance reports, meeting schedules, and the list of current panel members are available at [www.soundtransit.org](http://www.soundtransit.org).

## CITIZEN OVERSIGHT PANEL

### Chair

Paul J. Wiesner

### Vice Chair

Stuart L. Scheuerman

### Members

Annette P. Bailes

Josh Benaloh

Aubrey Davis

Bob Goldstein

Philip B. Lovell

Karen J. Mask

David A. Russell

Bruce W. Seiber

Virendra (Vic) K. Sood

JD Wessling

Harold Wirch

*This page left intentionally blank*

# TRANSIT IMPROVEMENT PLAN OVERVIEW

The 2012 Transit Improvement Plan (TIP) provides projected capital and operating expenditures for the construction and operation of the Sound Transit regional high-capacity transit system in central Puget Sound. Sound Transit's board endorses the TIP and adopts the annual budget to authorize spending for 2012. This document contains information on scope and budget as well as changes in budget and schedule for all active phases of both capital and operating programs.

- **Service Delivery:** The TIP includes summary-level, six-year annual forecasts of operating expenses for each of Sound Transit's transportation modes. The expense forecasts reflect detailed service plans contained in the 2012 Service Implementation Plan (SIP).
- **Project Delivery:** The TIP includes phase-level budget information for projects displayed as costs to date, annual forecasts for the upcoming six years, plus summarized costs for years beyond this six-year period. For capital projects, only board-approved budget amounts are included. Where a baseline budget has not been approved, the total budget only includes the phase(s) that have been authorized. For ST2 projects only, information regarding the estimate to complete the project can be found in the project delivery section and in Appendix A. For Link, Sounder, and Regional Express projects, information on risk, cost estimate history, and phase gate status is provided.
- **Agency Administration:** The TIP includes administrative costs that support the agency's capital and service delivery programs. Also included are administrative capital and various agency reserves.

## Transit Improvement Plan Summary

(in thousands)

	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total TIP
Service Delivery	-	199,800	212,350	219,978	229,093	248,719	257,449	-	1,367,388
Project Delivery	5,661,265	761,516	723,856	556,907	549,768	395,059	173,894	250,847	9,073,111
Agency Administration	423,466	113,154	112,176	112,625	117,532	141,220	146,770	938,704	2,105,646
<b>Total</b>	<b>6,084,731</b>	<b>1,074,470</b>	<b>1,048,382</b>	<b>889,510</b>	<b>896,393</b>	<b>784,998</b>	<b>578,112</b>	<b>1,189,551</b>	<b>12,546,146</b>

## Responding to the Recession

In the fall of 2010, the Sound Transit board focused its review of the 2011 budget and the 2011 TIP on implementing the agency's voter-approved transit projects and services in the face of constrained revenues. Sound Transit, like many government agencies, has faced significant budget challenges as a result of the recent recession and subsequent sluggish economic recovery. The agency's updated revenue forecast predicts a decline in tax revenues over 2009 – 2023 of \$4.0 billion (25%) compared to the agency's July 2008 forecast on which the ST2 plan was based.

## Program Realignment

As a result of the 25% lower revenue forecast, the agency will no longer be able to complete the entire ST2 program within the original 15-year time period. In response to the severe reduction in projected revenues, the Sound Transit CEO directed staff in FY 2010 to undertake a comprehensive review of the agency's capital and operating plans to realign them with projected revenues. The results of this review were presented to the board through the fall of 2010 and were formalized in the board's adoption of the 2011 budget and endorsement of the 2011 TIP. The program realignment reflected the board's decisions on how to implement the ST2 Plan with fewer resources.

The agency's financial policies provide that if actual or projected expenditures exceed a subarea's revenues by more than 5%, the board "shall take one or more of the following actions:

- Correct the shortfall through use of such subarea's uncommitted funds and/or bonding capacity which is available to the subarea; and/or
- Scale back the subarea plan or projects within the plan to match a revised budget; and/or
- Extend the time period of completion of the subarea plan; and/or
- Seek legislative authorization and voter approval for additional resources."

Consistent with these financial policies, the 2011 budget and the 2011 TIP gave priority to projects and services that are:

- Best able to achieve the stated goals of the voter-approved Sound Move and ST2 regional transit plans.
- Necessary to maintain the existing system in a state of good repair.
- Already under or near construction.

Projects or services that were recommended for delay, deferral, or reduction in the 2010 realignment were generally those elements that were:

- Lower in ridership.
- Not critical to build-out of the capital infrastructure or daily operation of the regional high-capacity system or undefined discretionary programs.
- Unnecessary reserves or contingencies for projects near completion that were no longer needed.
- Contingent on funding from other partners and funding was not currently included in the partner plans.

The 2012 TIP maintains the program realignment adopted by the board in the 2011 budget. Despite the program adjustments represented in the 2011 TIP, Sound Transit still has substantial resources to implement the ST2 plan. The adopted 2012 budget and TIP include moving ahead with the substantial majority of Sound Move and ST2 projects, adding back the initial design funding for South Corridor High Capacity Transit (HCT) South 200<sup>th</sup> Street to Federal Way Transit Center project, and accelerating the South Link Airport – South 200<sup>th</sup> Street project.

## **Financial Plan**

Sound Transit maintains a long-term agency financial plan: a model of forecasted cash flows through 2040. A review of agency programs against the financial plan ensures a balance of revenues and expenditures as well as affordability of the overall program. Sensitivity analysis, using the financial plan, gauges the impact of potential changes in the economy as well as changes in project schedule and scope on overall program affordability.

The TIP presents the projects and programs that are funded in the agency's financial plan. The financial plan includes funding for projects and programs equal to the baseline budget or for projects in early development or final design that do not yet have a baseline, the current cost estimate represents the funding level for the project.

The six-year spending plan for service delivery expenses represents the funding level for that period. Corresponding service levels are detailed in the 2012 Service Implementation Plan.

In addition, the financial plan includes funding for future operational expenses through 2040 that take into account not only current service being provided, but also expected future projects and service delivery.

## **Capital Budgeting**

### **Budget Approval and Phase Gate Process**

Prior to 2010, the Sound Transit board approved project lifetime budgets at the outset of a capital project. Since 2010, our approach to project budgeting has been modified to provide greater board oversight and control. As capital projects reach key milestones, requests for budget approval to complete the next project phase are presented for board approval. Phase Gate, our project management oversight process, confirms that the project is ready to move forward to the next phase and triggers the request to the board for additional budget.

Typical budget requests include funding for:

- Project development including preliminary engineering and environmental investigation.
- Final design and right-of-way acquisition.
- Baseline or total project budget.

A baseline budget is established during final design when sufficient information is available to establish a project's cost through construction. Project spending is benchmarked against the baseline through completion of the project. Projects are fully funded when the board approves the baseline.

Each year, with the adoption of the annual budget, the board approves annual capital spending by program for the coming fiscal year.

### **Cost Estimates**

Each ST2 capital project has a cost estimate that originated from the 2008 voter-approved plan. Original ST2 cost estimates, 2011 cost estimates, and 2012 cost estimates for ST2 projects appear in Appendix A.

Our cost estimates are maintained on a current year, constant dollar basis. For instance, in the 2012 TIP, full project cost estimates are presented in constant 2011 dollars. However, the board approves budgets in year-of-expenditure dollars to take into account the fact that project spending occurs over several years and so must be adjusted for inflation.

## **Project Summary and Detail Pages**

In the project delivery section, details pertaining to each project are provided as well as summaries of each program.

### **Summary Tables**

Summary tables for all budgets approved by the board include three views:

1. Projects by budget approval phase.
2. Subarea, by allocation to Sound Transit's five geographic subareas.
3. Project phase, by the agency's work breakdown structure phases that group costs relative to activities and deliverables such as final design, construction, and startup and testing (see Appendix B for a list of project phases).

### **Project Detail**

A project page for active projects includes a project description, budget and cashflow information. Modal budgets (Link, Sounder, and Regional Express) and service delivery capital projects include information on phase gate status. Modal budgets also include schedule and budget risk detail. For ST2 projects, cost estimate updates are included. Below is an explanation of terms used in the project pages.

#### ***Capital Budget (in YOE dollars)***

##### *Phase Gate Passed*

The most recent gate passed indicates a project's progress. Certain Sound Move projects pre-date implementation of our Phase Gate process and are not required to pass through gates they would have had the process been in place.

- Pending – Projects that will pass through Gate 1 before the end of the coming year
- Gate 1 – Enter project development
- Gate 2 – Identify alternatives
- Gate 3 – Identify preferred alternative
- Gate 4 – Enter final design
- Gate 5 – Establish baseline
- Gate 6 – Proceed to construction
- Gate 7 – Transition to operations
- Gate 8 – Close out project
- None – Projects that advanced through project development prior to implementation of Phase Gate, includes some Sound Move projects
- N/A – Projects not subject to the Phase Gate process, e.g., procurements, installation of equipment, etc.



### Baseline

Baseline budget is lifetime budget for the entire project in year of expenditure dollars. The baseline budget is established once the project scope and schedule are defined.

### 2011 TIP

Board-authorized project budget as of the 2011 TIP.

### 2012 TIP

Board-authorized project budget as of the 2012 TIP.

### **ST2 Project Cost Estimate (in 2011 dollars)**

This section of the project page is for ST2 projects only and provides a history of funded cost estimate updates in constant dollars. Cost estimates provided include the original 2008 estimate, prior year, and budget year.

### **Budget Risk Assessment**

#### Estimate Type

Basis of current budget estimate used for a project:

- Initial – Sound Move or ST2 program plans
- Planning – preliminary conceptual estimate developed for specific sites based on limited project information
- Conceptual engineering
- Scoping – itemized right-of-way and construction costs on an estimated unit price basis
- PE/ED – preliminary engineering/environmental design
- Final design
- Construction – full design drawings, specifications, and known unit prices
- Fixed contribution – contractual amount of funds Sound Transit is to contribute to a project performed by another transit agency or governmental entity. This may not reflect a project's total cost estimate.

#### Budget Risk Level

Overall risk level for each project is classified as low, medium, or high, depending on the presence of uncertainties that could impact the scope or budget.

### **Schedule Risk Assessment**

#### Schedule Risk Level

Overall risk level for each project is classified as low, medium, or high depending on the presence of risk factors that could impact the project's completion schedule.

#### 2011 Budget Schedule

The year anticipated for start of service as of the 2011 budget.

2012 Budget Schedule

The year anticipated for start of service as of the 2012 budget.

***Project Risk Assessment***

Budget or schedule risk for the entire project explained in more specific terms.

# SERVICE DELIVERY

The 2012 Transit Improvement Plan (TIP) contains forecasted expenses to operate and maintain the regional transit system from 2012 – 2017. Operating expenses include the costs of third-party operators for light rail, commuter rail, and bus services, as well as Sound Transit’s direct costs for providing those services.

## Service Delivery Summary

(in thousands)

	2012	2013	2014	2015	2016	2017	Total TIP
Central Link Light Rail	54,190	56,297	57,923	62,141	73,166	76,311	380,028
Tacoma Link Light Rail	4,112	4,240	4,377	4,519	4,668	4,826	26,742
Sounder Commuter Rail	37,734	44,741	47,793	49,874	53,445	56,510	290,098
ST Express Bus	102,309	105,575	108,353	110,993	115,837	118,161	661,227
Contingency	1,455	1,498	1,532	1,566	1,602	1,640	9,293
<b>Total</b>	<b>199,800</b>	<b>212,350</b>	<b>219,978</b>	<b>229,093</b>	<b>248,719</b>	<b>257,449</b>	<b>1,367,388</b>

## Operations Plan

Sound Transit operates Link light rail, Sounder commuter rail, and ST Express bus services throughout the Puget Sound region. As a part of the annual budget, the Sound Transit board approves spending for each of these modal services for the following fiscal year. The agency also maintains a Service Implementation Plan (SIP) that forecasts service expenditures for a six-year period. The 2012 SIP provides the service plan on which the adopted 2012 budget is based. The 2012 SIP was adopted by the operations and administration committee of the board at the same time as the adopted 2012 budget. The TIP only includes summary spending information for the six-year period described in the SIP. The SIP can be read at [www.soundtransit.org](http://www.soundtransit.org).

The agency’s program realignment in 2010 evaluated our transit services to identify potential operational efficiencies. The current Sound Transit 2 (ST2) implementation plan will add about 17% to 2008 express bus service levels. In the fourth quarter of 2012 Sounder commuter rail will expand with new service from Tacoma south to Lakewood. Additional round trips for Sounder commuter rail service will be added in 2013 and 2016. Central Link light rail will see extensions of service south to South 200<sup>th</sup> Street in SeaTac and north to the University of Washington in 2016. There are no changes planned for Tacoma Link light rail service through 2017.

*This page left intentionally blank*

# PROJECT DELIVERY

The 2012 Transit Improvement Plan (TIP) contains all board-authorized capital project budgets for the design and construction of voter-approved regional transit programs. Project delivery entails planning, design, and construction of needed transit facilities. The projects are presented by program – Link light rail, Sounder commuter rail, and Regional Express. Projects to improve operating transit facilities and projects affecting more than one transit mode are presented under Service Delivery Projects. All other capital and operating program budgets that are systemwide are presented under Other Agency Projects.

Our projects are identified in the voter-approved mass-transit plans, Sound Move, and Sound Transit 2 (ST2), as well as program realignments we made in 2009 and 2010 to reflect current economic challenges. Cost estimates were developed for the projects included in Sound Move and ST2 that encompassed the total costs for completing those projects. Prior to 2010, cost estimates were equal to the lifetime budget of projects. To provide greater board involvement in determining project direction, in 2010 the approach to budgeting was modified with project budgets including only funding for the phases of a capital project that have been authorized through Sound Transit's phase gate project management oversight process.

## **Project Delivery Summary**

The majority of Sound Transit's capital spending supports the planning, design, and construction of commuter rail, light rail, and express bus transit infrastructure.

Sound Transit continues to deliver on its commitment to improve and expand regional transit service in the Puget Sound region. In 2011, we opened the Kirkland Transit Center, Edmonds Station, and the Mountlake Terrace Freeway Station. We also achieved significant construction milestones including the start of tunneling for University Link, our light rail expansion from downtown Seattle to the University of Washington (UW), and the start of construction on the final Sounder commuter rail segment, D Street – M Street in Tacoma, which expands service to South Tacoma and Lakewood.

The 2012 TIP identifies budget to continue work on system extensions north, south, and east of Seattle, as provided in ST2 and the 2010 program realignment and as authorized through the phase gate process.

Sound Transit is currently building a light rail extension from downtown Seattle to the University of Washington (UW), and designing extensions north of the UW to Northgate, east to Bellevue and the Overlake area of Redmond, and south of the Airport to South 200<sup>th</sup> Street.

A streetcar connector from Seattle's Capitol Hill to the International District/ Chinatown Station is in development. In addition, Sound Transit is completing alternatives analysis and environmental review for light rail extensions south of South 200<sup>th</sup> Street and north to Lynnwood. We are also evaluating the potential expansion of Tacoma Link.

Sounder will begin service between Tacoma and Lakewood late in 2012. A number of station access projects get underway as well as construction of the Tukwila station and the south platform at Mukilteo Station. Design and construction of positive train control for Sounder represents a major project federally mandated to be complete by 2015.

The Regional Express program is nearing completion. Remaining projects include the I-90 Two-Way Transit and HOV Operations, ST Express Bus Base, and a number of projects led by third-parties that Sound Transit contributes to financially.

### Project Delivery Summary

(in thousands)

	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total TIP
Link Light Rail	3,459,963	475,276	600,203	484,041	474,755	328,245	156,314	172,067	6,150,865
Souder Commuter Rail	1,266,641	183,669	55,130	15,182	8,018	27	0	0	1,528,667
Regional Express Bus	658,368	24,136	24,631	33,095	37,113	0	0	0	777,342
Service Delivery	211,822	68,926	37,309	19,336	5,213	44,875	1,180	0	388,660
Other Agency Projects	64,471	9,510	6,583	5,253	24,669	21,912	16,400	78,780	227,578
<b>Total:</b>	<b>5,661,265</b>	<b>761,516</b>	<b>723,856</b>	<b>556,907</b>	<b>549,768</b>	<b>395,059</b>	<b>173,894</b>	<b>250,847</b>	<b>9,073,111</b>

# Link Light Rail

## Capital Program Description

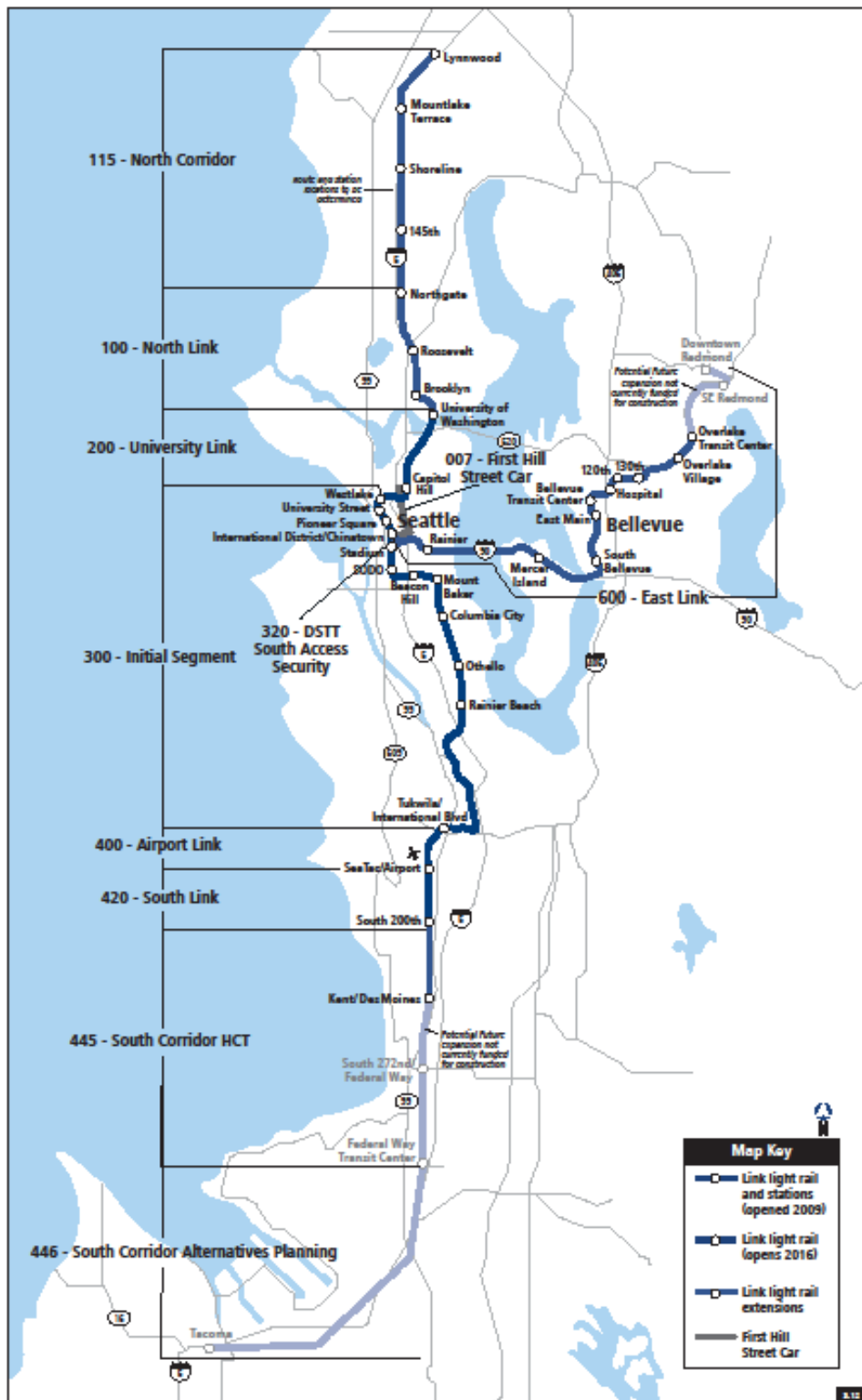
Light rail in the Puget Sound region opened for service in 2003 with completion of Tacoma Link, a 1.6-mile light rail line between the Tacoma Dome Station and downtown Tacoma. In 2009, a 13.9-mile light rail line between downtown Seattle and the city of Tukwila – known as the Initial Segment – opened for service. An extension from Tukwila to the Sea-Tac International Airport was also opened in 2009. Collectively, the Initial Segment and Airport Link comprise Central Link.

Central Link serves around eight million passengers annually. Within the Link light rail program, the TIP identifies budget to complete University Link, extending light rail from downtown Seattle to the University of Washington. Costs to build this segment make up the majority of our capital spending through 2016. Costs are partly funded by an \$813 million federal Full Funding Grant Agreement.

Major Link light rail elements of the 2012 TIP include:

- Continue University Link construction through 2015 with service scheduled to begin in 2016.
- Begin early construction work (demolition and HazMat removal and disposal) at Brooklyn and Roosevelt light rail stations.
- Advance final design for light rail expansion north of the UW to Northgate.
- Choose a design-build contractor to deliver the South Link light rail extension from Sea-Tac Airport to South 200<sup>th</sup> Street with service launch projected for 2016.
- Continue the design of our expansion of light rail to East King County; design is to be completed by 2015 with revenue service scheduled for 2023.
- Continue planning studies and environmental review for transit alternatives in both the south and north corridors and for operations and maintenance facilities to support future growth.

# LINK LIGHT RAIL CAPITAL PROJECTS





## Capital Plan

The TIP includes Link light rail projects at various stages of completion, as shown in the table below.

<b>Project</b>	<b>Description</b>	<b>Department</b>	<b>Project Phase</b>
South Corridor Alternatives Planning	Conduct studies to identify and evaluate transit alternatives between Federal Way and Tacoma to support future transit development in the area.	PEPD	Alternatives Evaluation
Link Light Rail Maintenance and Storage	Review and evaluate current and future light rail storage and maintenance requirements to support the development of appropriate facilities to meet current and future needs.	PEPD	Alternatives Analysis
South Corridor HCT – S 200 <sup>th</sup> St to Federal Way Transit Center	Develop and evaluate alternatives to extend South Link from South 200 <sup>th</sup> Street to Federal Way Transit Center.	PEPD	Alternatives Analysis
Tacoma Link Alternatives Analysis	In partnership with the city of Tacoma and Pierce Transit, study the potential to expand Tacoma Link.	PEPD	Alternatives Analysis/ Preliminary Engineering
North Corridor Transit Project	Develop and evaluate high-capacity transit alternatives between Northgate and Lynnwood.	PEPD	Draft EIS/Conceptual Engineering
East Link	With preliminary engineering complete and the preferred alternative for extension of light rail from International District/Chinatown Station in Seattle to Overlake (Redmond) via Mercer Island and Bellevue selected, final design and right-of-way acquisition can begin in 2012.	DECM	Final Design & ROW Acquisition
North Link – UW Station to Northgate	Continue final design for the light rail extension from UW to Northgate. Initiate demolition and site preparation at station locations.	DECM	Final Design and ROW Acquisition

<b>Project</b>	<b>Description</b>	<b>Department</b>	<b>Project Phase</b>
First Hill Streetcar	In partnership with the city of Seattle, Sound Transit funds planning, design, and construction of a streetcar connector from Capitol Hill to International District/Chinatown Station.	PEPD	Final Design (SDOT lead)
South Link – Airport to South 200 <sup>th</sup> Street	Through a design-build procurement strategy, accelerate delivery of a southern extension of light rail from Sea-Tac Airport to South 200 <sup>th</sup> Street.	DECM	Design/Construction
Noise Abatement	Design and construct a noise wall along the elevated track in Tukwila. In addition, our Residential Sound Insulation Program (RSIP) continues for impacted residents in Rainier Valley.	DECM	Design/Construction
LRV On Board Energy Storage	Design, procure, and install energy storage units for capturing and storing energy generated by vehicle braking that would otherwise dissipate as heat if not used immediately.	DECM	Design/Construction
University Link – Pine St Stub Tunnel to UW Station	Construction of the light rail extension from downtown Seattle to UW.	DECM	Construction
Central Link Switch Heaters	We recently installed switch heaters at the Central Link Operations and Maintenance Facility Yard and SeaTac/Airport Station crossover switches.	DECM	In Service
DSST South Access Security	We designed and built barriers and other deterrents, modified train detection circuits, and channeled traffic to prevent unauthorized vehicles from accessing the south entrance of the DSTT.	DECM	In Service

<b>Project</b>	<b>Description</b>	<b>Department</b>	<b>Project Phase</b>
Initial Segment	The light rail system connecting Tukwila with downtown Seattle opened in 2009. The 2012 TIP provides funds for final tasks to complete follow-on work and close out this project.	DECM	In Service
Airport Link – 154 <sup>th</sup> St to 176 <sup>th</sup> Street	The light rail system connecting Tukwila with Sea-Tac Airport opened in 2009. The 2012 TIP provides funds for final tasks to close out this project.	DECM	In Service

### ***New Projects***

- The Light Rail Vehicle (LRV) Onboard Energy Storage project is funded by a Transportation Investment Generating Economic Recovery (TIGGER) grant awarded to Sound Transit in 2011 to design, procure, and install energy storage units for capturing and storing energy generated by vehicle braking that would otherwise dissipate as heat if not used immediately. Storing and reusing energy improves efficiency and is intended to lower energy consumption and result in reduced operating costs. The adopted lifetime budget for this project is \$1.6 million.
- The Noise Abatement project includes design and construction of a noise wall along the elevated track in Tukwila and continuing the Residential Sound Insulation Program (RSIP) in the Rainier Valley. The adopted lifetime budget for this project is \$13 million.
- South Corridor Alternatives Planning study is a new project in 2012 to identify and evaluate transit alternatives between Federal Way Transit Center and Tacoma, to support future transit development in the area. The adopted lifetime budget for this project is \$4.1 million.

### ***Project Changes***

- Scope of South Corridor HCT– South 200<sup>th</sup> to South 272<sup>nd</sup> has been increased; transit alternatives will be studied in the corridor between South 200<sup>th</sup> and the Federal Way Transit Center. The re-scoped project will be referred to as South Corridor HCT – South 200<sup>th</sup> to Federal Way Transit Center.

### ***Budget Changes***

- Based on cost estimates developed during preliminary design, the project budget for East Link increased \$392 million to \$757 million to fund final design and right-of-way acquisition. Final design is projected to continue through third quarter 2014.
- The project budget for Tacoma Link Alternatives Analysis increased \$3 million to \$5 million to fund alternatives analysis, preliminary engineering, and environmental review. Preliminary engineering is expected to be completed first quarter 2014.

- The project budget for the Link Operations and Maintenance Satellite Facility increased \$9.1 million to \$9.4 million to fund preliminary engineering and environmental review.
- The project budget for the South Corridor HCT– South 200<sup>th</sup> to Federal Way Transit Center increased \$39.3 million to \$41.8 million to fund preliminary engineering and environmental review.
- In 2011, the board approved the baseline budget of \$383.2 million for the South Link – Airport to South 200<sup>th</sup> Street project.
- In 2011, the board approved an amendment to increase the lifetime project budget for the Initial Segment by \$32.2 million to \$2.1 billion. The project is expected to complete \$3.2 million below that amount.
- In 2011, the board approved an amendment to decrease the Initial Segment Project Reserve to \$58.5 million to transfer \$32.2 million to the Initial Segment project.
- The lifetime project budget for the DSTT South Access Security project decreased \$200,000. The project is projected to complete for less than originally estimated. Savings are defunded from the capital program.
- The lifetime project budget for the Airport Link project decreased \$6.0 million. The project is projected to complete for less than originally estimated.

### ***Schedule Changes***

Follow-up work and resolution of construction contract issues required extension of the schedule for final completion and closeout of the Initial Segment and Airport Link projects to fourth quarter 2012.

The DSTT South Access Security project schedule has been extended through 2012 to allow for additional modifications requested by SDOT and KCM.

In 2011, the board approved the baseline budget and construction schedule for the South Link Airport to South 200<sup>th</sup> Street project. Revenue service has been accelerated from 2020 to 2016.

East Link is now scheduled to begin service in 2023 due to delays during preliminary engineering as well as the additional time required for a tunnel in downtown Bellevue.

### ***Baseline***

The South Link – Airport to South 200<sup>th</sup> Street project established a baseline budget in 2011 of \$383.2 million.

The Light Rail Vehicle (LRV) Onboard Energy Storage project established a baseline budget in February 2012 of \$1.6 million.

### **Scope, Schedule and Budget Risks**

Link projects are managed to minimize schedule and budget risks. Potential risks are highlighted in the following chart:

<b>Project</b>	<b>Budget Risk</b>	<b>Schedule Risk</b>	<b>Description</b>
University Link – Pine St Stub Tunnel to UW Station	Medium	Medium	Tunneling presents budget and schedule risks. We have included schedule and budget contingencies in the project to address the anticipated risks.
LRV On Board Energy Storage	Low	Low	This pilot project is funded by a Transportation Investment Generating Economic Recovery (TIGGER) grant.
Initial Segment	Low	Low	Project is in service; limited tasks remain to conclude this project.
DSTT South Access Security	Low	Low	Project schedule has been extended through 2012 to allow for additional modifications requested by SDOT and KCM.
Noise Abatement	Medium	High	Construction of the Tukwila noise wall will require coordination with Link operations to minimize impacts on train service. Limited available working hours may present budget and schedule risks.
Airport Link – 154 <sup>th</sup> St to 176 <sup>th</sup> St	Low	Low	Project is in service. Limited tasks remain to close out this project.
North Link – UW Station to Northgate	High	Medium	There are budget and schedule risks associated with tunnel design, coordination with stakeholders and third parties, and right-of-way acquisition. There is potential budget uncertainty until the project is baselined.
South Link – Airport to S 200 <sup>th</sup> St	Medium	Medium	A design/build delivery strategy has been chosen with which we have limited experience. Completion within schedule and budget requires selection of a qualified contractor and significant project oversight.
South Corridor HCT – S 200 <sup>th</sup> St to Federal Way Transit Center	High	High	Budget and schedule risks arise from uncertainties in design, environmental, third party, and jurisdictional requirements. In addition, continued economic downturn is creating revenue and budget uncertainties.

<b>Project</b>	<b>Budget Risk</b>	<b>Schedule Risk</b>	<b>Description</b>
South Corridor Alternatives Planning	Low	Low	Early project phases entail transit alternatives identification and evaluation presenting limited budget and schedule risks.
East Link	High	High	There are budget and schedule risks associated with tunnel design, coordination with stakeholders and third parties, and right-of-way acquisition. There is potential budget uncertainty until the project is baselined.
Tacoma Link Alternatives Analysis	High	High	The project requires coordination with community stakeholders and funding from transit partners and the city of Tacoma. There is risk to the schedule and budget, as the scope remains uncertain and project partners have not yet been identified.
Link Light Rail Maintenance and Storage	High	High	Uncertainties in design, environmental, third party and jurisdiction requirements present budget and schedule risks.
North Corridor Transit Project	Medium	Medium	Budget and schedule risks exist as route is defined and evaluated and a record of decision issued.  Coordination with multiple third parties and the need to adhere to protocols for the Federal Transit Administration's New Starts program present a risk.

# Link Light Rail

## 2012 TIP Cashflow by Budget Approval

(in thousands)

	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
<b>Preliminary Engineering</b>									
007	First Hill Streetcar	11,576	47,401	19,287	0	0	0	0	132,780
008	Tacoma Link Alternatives Analysis	161	2,223	1,284	11	7	2	0	4,953
009	Link Light Rail Maintenance and Storage	255	3,792	3,181	0	0	0	0	9,432
115	North Corridor Transit Project	6,130	8,217	18,133	5,840	6,569	0	0	57,119
445	South Corridor HCT-S 200th St to Federal Way Transit Center	110	8,830	11,225	11,204	6,642	0	0	41,843
446	South Corridor Alternatives Planning	0	1,680	0	0	0	0	0	4,064
	<b>Subtotal:</b>	<b>18,232</b>	<b>72,144</b>	<b>53,111</b>	<b>17,055</b>	<b>13,218</b>	<b>2</b>	<b>0</b>	<b>250,190</b>
<b>Final Design &amp; ROW</b>									
100	North Link - UW Station to Northgate	94,390	59,054	45,528	78,321	25,800	26,762	59,396	465,500
600	East Link	60,364	69,902	87,874	148,502	147,207	96,932	112,671	756,819
	<b>Subtotal:</b>	<b>154,755</b>	<b>128,956</b>	<b>133,402</b>	<b>226,823</b>	<b>173,007</b>	<b>123,695</b>	<b>172,067</b>	<b>1,222,319</b>
<b>Baseline</b>									
200	University Link-Pine St Stub Tunnel to UW Station	818,870	238,837	198,646	155,902	88,321	25,462	0	1,756,007
210	LRV On Board Energy Storage	0	118	0	0	0	0	0	1,643
320	DSTT South Access Security	678	0	0	0	0	0	0	800
340	Noise Abatement	623	3,530	2,498	0	0	0	0	13,000
420	South Link-Airport to 200th St	20,860	92,960	96,384	74,975	53,698	7,155	0	383,241
	<b>Subtotal:</b>	<b>841,030</b>	<b>335,445</b>	<b>297,528</b>	<b>230,877</b>	<b>142,020</b>	<b>32,617</b>	<b>0</b>	<b>2,154,691</b>
<b>In Service</b>									
300	Initial Segment	2,086,192	0	0	0	0	0	0	2,099,000
310	Central Link Switch Heaters	2,253	0	0	0	0	0	0	2,253
399	Initial Segment Project Reserve	0	58,495	0	0	0	0	0	58,495
400	Airport Link - 154th St to 176th St	256,685	5,164	0	0	0	0	0	263,100
	<b>Subtotal:</b>	<b>2,345,130</b>	<b>63,659</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,422,848</b>
<b>Closed</b>									
390	DSTT Capital Costs	23,719	0	0	0	0	0	0	23,719
500	Tacoma Link	77,097	0	0	0	0	0	0	77,097
	<b>Subtotal:</b>	<b>100,817</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100,817</b>
	<b>Grand Total:</b>	<b>3,459,963</b>	<b>475,276</b>	<b>484,041</b>	<b>474,755</b>	<b>328,245</b>	<b>156,314</b>	<b>172,067</b>	<b>6,150,865</b>

# Link Light Rail

## 2012 TIP Cashflow by Subarea

(in thousands)

Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
1- Snohomish	3,401	7,141	5,284	10,570	3,188	3,586	0	0	33,171
2- North King	2,500,435	383,395	411,099	274,458	237,766	117,987	52,806	60,072	4,038,017
3- South King	818,757	47,734	109,332	109,011	86,179	60,341	7,155	0	1,238,508
4- East King	60,112	34,115	71,116	88,717	147,611	146,324	96,351	111,995	756,341
5- Pierce	77,259	2,892	3,372	1,284	11	7	2	0	84,827
<b>Total</b>	<b>3,459,963</b>	<b>475,276</b>	<b>600,203</b>	<b>484,041</b>	<b>474,755</b>	<b>328,245</b>	<b>156,314</b>	<b>172,067</b>	<b>6,150,865</b>

## 2012 TIP Cashflow by Phase

(in thousands)

Phase# and Description	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
10 Agency Administration	253,733	35,989	41,199	42,305	40,521	41,052	23,732	0	478,540
20 Pre-Engineering/Env Review	142,540	20,102	20,109	27,469	13,178	9,615	5,084	0	238,097
30 Final Design & Specification	262,362	44,528	78,118	71,988	49,627	24,327	9,573	61,043	601,565
35 Third Parties	86,899	63,622	54,314	26,584	7,374	7,000	3,386	32,135	281,314
40 ROW Acquisition & Permits	413,868	69,754	40,818	32,505	141,487	136,697	89,884	47,689	972,692
50 Construction	1,881,555	216,245	275,576	252,123	188,262	86,055	9,731	0	2,909,547
55 Construction Services	150,224	21,014	28,133	28,874	26,934	20,352	14,922	31,200	321,653
70 Vehicles	250,721	3,913	3,328	1,775	0	0	0	0	259,737
80 System Testing & Startup	18,061	100	100	402	7,362	3,140	0	0	29,165
90 Contingency	0	9	58,508	17	11	7	2	0	58,554
<b>Total</b>	<b>3,459,963</b>	<b>475,276</b>	<b>600,203</b>	<b>484,041</b>	<b>474,755</b>	<b>328,245</b>	<b>156,314</b>	<b>172,067</b>	<b>6,150,865</b>



# Link Light Rail

**400007**

## First Hill Streetcar

Scope: Sound Transit in partnership with the City of Seattle is providing funding for planning, design, and construction of the First Hill Streetcar under an interlocal agreement adopted by both parties. Sound Transit is responsible for reviewing design, supporting the City's community outreach effort, coordinating the interface with the Link Capitol Hill Station project, and overseeing the City's construction of the project.

Changes since 2011 budget: None

Capital Budget (in YOE dollars)	
Phase Gate Passed:	N/A
Baseline:	-
2011 TIP:	\$132,780
2012 TIP:	\$132,780

ST2 Project Cost Estimate (in 2011 dollars)	
2008 Cost Estimate:	\$129,524
2011 Cost Estimate:	\$129,632
2012 Cost Estimate:	\$129,632

### TIP Cashflow (in thousands)

Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
2-North King	11,576	54,516	47,401	19,287	0	0	0	0	132,780
Total	11,576	54,516	47,401	19,287	0	0	0	0	132,780

Phase	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
10-Agency Administration	89	1,128	1,300	1,350	0	0	0	0	3,867
35-Third Parties	11,487	53,388	46,101	17,937	0	0	0	0	128,913
Total	11,576	54,516	47,401	19,287	0	0	0	0	132,780

Budget Risk Assessment	
Estimate Type:	Fixed Contribution
Budget Risk Level:	Low

Schedule Risk Assessment	
Schedule Risk Level:	Medium
2011 Budget Schedule:	2014
2012 Budget Schedule:	2014

### Project Risk Assessment

Schedule is not under direct control of agency since, by agreement, the project is being managed, designed and constructed by the City of Seattle.

# Link Light Rail

**400008**

## Tacoma Link Alternatives Analysis

Scope: Sound Transit, in partnership with the City of Tacoma and Pierce Transit, is studying the potential of expanding Tacoma Link in the context of the City and Pierce Transit service and capital plans. The work is following Federal Transit Administration guidance for conducting Alternatives Analysis so as not to preclude future Small Starts grant funding consideration. Funding for construction of this project represents a maximum capital contribution by Sound Transit to the overall cost of extending the line in the future if other public or private entities provide additional funding.

Changes since 2011 budget: The project lifetime budget increased \$3 million to fund the alternatives analysis, preliminary engineering, and environmental review. Preliminary engineering is projected to be completed in the first quarter of 2014.

Capital Budget (in YOE dollars)	
Phase Gate Passed:	1-Enter Project Development
Baseline:	-
2011 TIP:	\$1,642
2012 TIP:	\$4,953

ST2 Project Cost Estimate (in 2011 dollars)	
2008 Cost Estimate:	\$90,694
2011 Cost Estimate:	\$76,492
2012 Cost Estimate:	\$79,182

### TIP Cashflow (in thousands)

Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
5-Pierce	161	1,264	2,223	1,284	11	7	2	0	4,953
Total	161	1,264	2,223	1,284	11	7	2	0	4,953

Phase	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
10-Agency Administration	73	54	75	107	1	0	0	0	310
20-Pre-Engineering/Env Review	88	1,200	2,136	1,160	0	0	0	0	4,584
90-Contingency	0	9	13	17	11	7	2	0	59
Total	161	1,264	2,223	1,284	11	7	2	0	4,953

Budget Risk Assessment	
Estimate Type:	Planning
Budget Risk Level:	High

Schedule Risk Assessment	
Schedule Risk Level:	High
2011 Budget Schedule:	2012
2012 Budget Schedule:	2014

### Project Risk Assessment

Budget and Schedule Risk: Stakeholders identified a number of alternatives beyond original scoping assumptions that require evaluation in the Alternatives Analysis. Project requires continued coordination with community stakeholders and potential contribution from transit partners; risk to schedule and budget for the alternatives analysis.

## Link Light Rail

**400009**

### Link Light Rail Maintenance and Storage

Scope: Sound Transit is reviewing and evaluating current and future light rail storage and maintenance requirements to support the development, design, and construction of future light rail operations and maintenance facility for proposed system expansion.

Changes since 2011 budget: The project budget increased \$9.1 million to fund preliminary engineering and environmental review. Preliminary engineering is projected to be completed in 2014.

Capital Budget (in YOE dollars)	
Phase Gate Passed:	1-Enter Project Development
Baseline:	-
2011 TIP:	\$338
2012 TIP:	\$9,432

ST2 Project Cost Estimate (in 2011 dollars)	
2008 Cost Estimate:	\$267,103
2011 Cost Estimate:	\$225,179
2012 Cost Estimate:	\$225,179

#### TIP Cashflow (in thousands)

Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
1-Snohomish	52	463	798	669	0	0	0	0	1,984
2-North King	41	368	634	532	0	0	0	0	1,576
3-South King	47	422	727	610	0	0	0	0	1,808
4-East King	106	949	1,634	1,371	0	0	0	0	4,063
Total	247	2,203	3,792	3,181	0	0	0	0	9,432

Phase	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
10-Agency Administration	86	844	1,138	1,160	0	0	0	0	3,237
20-Pre-Engineering/Env Review	161	1,204	2,488	1,857	0	0	0	0	5,710
35-Third Parties	0	55	165	165	0	0	0	0	385
40-ROW Acquisition & Permits	0	100	0	0	0	0	0	0	100
Total	247	2,203	3,792	3,181	0	0	0	0	9,432

Budget Risk Assessment	
Estimate Type:	Planning
Budget Risk Level:	High

Schedule Risk Assessment	
Schedule Risk Level:	High
2011 Budget Schedule:	2010
2012 Budget Schedule:	2014

#### Project Risk Assessment

Uncertainties exist in siting design, environmental, third party and jurisdictional requirements that present budget and schedule risks.

## Link Light Rail

**4X100**

### North Link - UW Station to Northgate

Scope: The North Link – University of Washington (UW) Station to Northgate project is a 4.3-mile extension of the light rail from the UW Station north under the campus via twin-bored tunnels to an underground Brooklyn Station in the University District, an underground Roosevelt Station along 12th Ave NE between NE 65th Street and NE 67th Street, and continuing to an elevated station in Northgate. Final design was initiated in late 2010; final design will continue through 2013 with early construction work (demolition and hazardous materials abatement) at underground station locations being initiated in 2012.

Changes since 2011 budget: The project budget was increased by \$120 million to fund early construction work and procure the Construction Management team.

Capital Budget (in YOE dollars)	
Phase Gate Passed:	4-Enter Final Design
Baseline:	-
2011 TIP:	\$345,500
2012 TIP:	\$465,500

ST2 Project Cost Estimate (in 2011 dollars)	
2008 Cost Estimate:	\$1,567,984
2011 Cost Estimate:	\$1,390,026
2012 Cost Estimate:	\$1,390,026

#### TIP Cashflow (in thousands)

Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
2-North King	94,390	76,249	59,054	45,528	78,321	25,800	26,762	59,396	465,500
Total	94,390	76,249	59,054	45,528	78,321	25,800	26,762	59,396	465,500

Phase	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
10-Agency Administration	6,694	5,099	5,905	7,301	7,700	7,900	8,862	0	49,461
20-Pre-Engineering/Env Review	15,064	2	186	0	0	0	0	0	15,251
30-Final Design & Specification	28,326	22,600	20,900	10,018	4,000	4,000	4,000	12,283	106,127
35-Third Parties	1,331	3,200	551	0	0	0	0	15,913	20,994
40-ROW Acquisition & Permits	35,435	37,153	20,801	17,510	53,921	0	0	0	164,820
50-Construction	7,540	7,345	4,711	0	0	0	0	0	19,596
55-Construction Services	0	850	6,000	10,700	12,700	13,900	13,900	31,200	89,250
Total	94,390	76,249	59,054	45,528	78,321	25,800	26,762	59,396	465,500

Budget Risk Assessment	
Estimate Type:	PE/ED
Budget Risk Level:	High

Schedule Risk Assessment	
Schedule Risk Level:	Medium
2011 Budget Schedule:	2014
2012 Budget Schedule:	2021

#### Project Risk Assessment

Budget and Schedule Risk: Risks associated with underground conditions, limited site access and deep stations have the potential to impact costs and schedule. Based on current level of engineering, total project costs may exceed original estimates.

# Link Light Rail

**4X115**

## North Corridor Transit Project

Scope: The North Corridor Transit project includes the identification and evaluation of high-capacity transit alternatives from Northgate to Lynnwood, with service in the cities of Shoreline and Mountlake Terrace and Lynnwood. Approved project elements include an alternatives analysis, conceptual engineering, development of draft and final environmental impact statements, and preliminary engineering.

Changes since 2011 budget: None

Capital Budget (in YOE dollars)	
Phase Gate Passed:	2-Identify Alternatives
Baseline:	-
2011 TIP:	\$57,119
2012 TIP:	\$57,119

ST2 Project Cost Estimate (in 2011 dollars)	
2008 Cost Estimate:	\$1,528,032
2011 Cost Estimate:	\$1,301,637
2012 Cost Estimate:	\$1,301,637

### TIP Cashflow (in thousands)

Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
1-Snohomish	3,347	6,678	4,487	9,901	3,188	3,586	0	0	31,187
2-North King	2,783	5,553	3,731	8,233	2,651	2,982	0	0	25,932
Total	6,130	12,230	8,217	18,133	5,840	6,569	0	0	57,119

Phase	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
10-Agency Administration	1,210	1,588	2,537	2,741	1,542	1,120	0	0	10,738
20-Pre-Engineering/Env Review	4,913	10,432	5,270	14,973	3,897	4,849	0	0	44,334
35-Third Parties	0	100	200	200	200	296	0	0	996
40-ROW Acquisition & Permits	7	110	210	220	200	303	0	0	1,050
Total	6,130	12,230	8,217	18,133	5,840	6,569	0	0	57,119

Budget Risk Assessment	
Estimate Type:	Planning
Budget Risk Level:	Medium

Schedule Risk Assessment	
Schedule Risk Level:	Medium
2011 Budget Schedule:	2014
2012 Budget Schedule:	2014

### Project Risk Assessment

Budget Risk: Exists until alternatives are identified and evaluated, and Record of Decision received.

Schedule Risk: Exists due to need to coordinate with multiple third parties, stakeholders and jurisdictions, and comply with the requirements of the Federal Transit Administration's New Starts process.

## Link Light Rail

**4X200**

### University Link-Pine St Stub Tunnel to UW Station

Scope: University Link is a 3.15-mile light rail extension located entirely underground extending east from the Downtown Seattle Transit Tunnel (DSTT), under I-5 to an underground Capitol Hill Station which will serve the First Hill/Capitol Hill urban center. The tunnel route will then cross under the Lake Washington Ship Canal to an interim terminus in an underground University of Washington (UW) Station near Husky Stadium. University Link is expected to generate high ridership by connecting the three major population and employment centers of Downtown Seattle, Capitol Hill, and the University District when it opens in 2016.

Changes since 2011 budget: None

Capital Budget (in YOE dollars)	
Phase Gate Passed:	6-Proceed to Construction
Baseline:	\$1,756,007
2011 TIP:	\$1,756,007
2012 TIP:	\$1,756,007

ST2 Project Cost Estimate (in 2011 dollars)	
2008 Cost Estimate:	N/A
2011 Cost Estimate:	N/A
2012 Cost Estimate:	N/A

#### TIP Cashflow (in thousands)

Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
2-North King	818,870	229,969	238,837	198,646	155,902	88,321	25,462	0	1,756,007
Total	818,870	229,969	238,837	198,646	155,902	88,321	25,462	0	1,756,007

Phase	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
10-Agency Administration	33,412	13,424	13,399	13,279	13,668	14,011	14,037	0	115,229
20-Pre-Engineering/Env Review	24,261	0	0	0	0	0	0	0	24,261
30-Final Design & Specification	67,811	6,526	5,468	3,758	1,927	1,481	663	0	87,633
35-Third Parties	10,076	2,225	1,822	1,934	1,262	1,319	9	0	18,646
40-ROW Acquisition & Permits	124,839	1,839	450	275	285	24,644	0	0	152,332
50-Construction	429,387	185,533	197,645	164,074	121,852	40,562	9,731	0	1,148,783
55-Construction Services	32,551	17,822	16,767	13,150	10,147	4,354	1,022	0	95,814
70-Vehicles	96,447	2,500	3,187	1,775	0	0	0	0	103,909
80-System Testing & Startup	85	100	100	402	6,762	1,951	0	0	9,400
Total	818,870	229,969	238,837	198,646	155,902	88,321	25,462	0	1,756,007

Budget Risk Assessment	
Estimate Type:	Final Design
Budget Risk Level:	Medium

Schedule Risk Assessment	
Schedule Risk Level:	Medium
2011 Budget Schedule:	2016
2012 Budget Schedule:	2016

#### Project Risk Assessment

**Budget Risk:** Risk is primarily associated with the complex nature of underground construction. These risks include: limited site access, soil conditions, water infiltration, and settlement concerns. A robust level of estimating and risk analysis and mitigation were included when the budget was developed, including appropriate levels of contingencies.

**Schedule Risk:** Major schedule risks on this project are: production rate of the underground construction works, and interface of multiple contracts on the same site. The baseline schedule has built-in float that could be utilized to mitigate potential delays.

# Link Light Rail

**4X210**

## LRV On Board Energy Storage

Scope: This pilot project entails the design, procurement and installation of energy storage units on up to five light rail vehicles to capture and store energy generated by vehicle braking for reuse that would otherwise dissipate as heat. Storing and reusing energy improves efficiency leading to lower energy consumption and reduced operating costs. The project is partially funded by a Transportation Investment Generating Economic Recovery (TIGGER) grant awarded to Sound Transit in 2011.

Changes since 2011 budget: New project with a baseline project budget of \$1.6 million was approved by the Sound Transit Board in February 2012.

Capital Budget (in YOE dollars)	
Phase Gate Passed:	1 - Enter Project Development
Baseline:	\$1,643
2011 TIP:	\$0
2012 TIP:	\$1,643

ST2 Project Cost Estimate (in 2011 dollars)	
2008 Cost Estimate:	N/A
2011 Cost Estimate:	N/A
2012 Cost Estimate:	N/A

### TIP Cashflow (in thousands)

Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
2-North King	0	1,525	118	0	0	0	0	0	1,643
Total	0	1,525	118	0	0	0	0	0	1,643

Phase	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
10-Agency Administration	0	45	15	0	0	0	0	0	60
30-Final Design & Specification	0	70	10	0	0	0	0	0	80
70-Vehicles	0	1,410	93	0	0	0	0	0	1,503
Total	0	1,525	118	0	0	0	0	0	1,643

Budget Risk Assessment	
Estimate Type:	Conceptual Engineering
Budget Risk Level:	Low

Schedule Risk Assessment	
Schedule Risk Level:	Low
2011 Budget Schedule:	N/A
2012 Budget Schedule:	2013

### Project Risk Assessment

--	--

# Link Light Rail

**4X300**

## Initial Segment

Scope: The Initial Segment opened for service on July 18, 2009.

Project budget is provided to complete follow-on work items including property restoration and systems acceptance, and close out the project.

Changes since 2011 budget: An amendment to increase the project lifetime budget by \$32.2 million to provide additional funding for the Rainier Valley construction contract was approved by the Sound Transit Board of Directors in July 2011. The project budget was decreased by \$3.2 million to move budget authorized for Residential Sound Insulation Program (RSIP) construction management to the new Noise Abatement Program project.

Capital Budget (in YOE dollars)	
Phase Gate Passed:	7-Transition to Operations
Baseline:	\$2,070,000
2011 TIP:	\$2,102,200
2012 TIP:	\$2,099,000

ST2 Project Cost Estimate (in 2011 dollars)	
2008 Cost Estimate:	N/A
2011 Cost Estimate:	N/A
2012 Cost Estimate:	N/A

### TIP Cashflow (in thousands)

Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
2-North King	1,545,923	10,557	0	0	0	0	0	0	1,556,480
3-South King	540,270	2,251	0	0	0	0	0	0	542,520
Total	2,086,192	12,808	0	0	0	0	0	0	2,099,000

Phase	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
10-Agency Administration	185,449	361	0	0	0	0	0	0	185,810
20-Pre-Engineering/Env Review	33,268	1	0	0	0	0	0	0	33,269
30-Final Design & Specification	143,918	139	0	0	0	0	0	0	144,057
35-Third Parties	61,081	388	0	0	0	0	0	0	61,469
40-ROW Acquisition & Permits	205,042	1,487	0	0	0	0	0	0	206,529
50-Construction	1,206,686	10,026	0	0	0	0	0	0	1,216,713
55-Construction Services	102,322	403	0	0	0	0	0	0	102,725
70-Vehicles	131,800	3	0	0	0	0	0	0	131,803
80-System Testing & Startup	16,625	0	0	0	0	0	0	0	16,625
Total	2,086,192	12,808	0	0	0	0	0	0	2,099,000

Budget Risk Assessment	
Estimate Type:	Construction
Budget Risk Level:	Low

Schedule Risk Assessment	
Schedule Risk Level:	Low
2011 Budget Schedule:	2009
2012 Budget Schedule:	2009

### Project Risk Assessment

--	--



# Link Light Rail

**4X310**

## Central Link Switch Heaters

Scope: The Central Link Switch Heaters project is complete, in service and close out is in process.

Changes since 2011 budget: The project lifetime budget decreased \$200 thousand in project savings which has been defunded from the capital program. The project schedule was extended through 2011 to allow for replacement of heater elements found to be defective.

Capital Budget (in YOE dollars)	
Phase Gate Passed:	7-Transition to Operations
Baseline:	\$3,253
2011 TIP:	\$2,453
2012 TIP:	\$2,253

ST2 Project Cost Estimate (in 2011 dollars)	
2008 Cost Estimate:	N/A
2011 Cost Estimate:	N/A
2012 Cost Estimate:	N/A

### TIP Cashflow (in thousands)

Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
2-North King	1,667	0	0	0	0	0	0	0	1,667
3-South King	586	0	0	0	0	0	0	0	586
Total	2,253	0	0	0	0	0	0	0	2,253

Phase	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
10-Agency Administration	132	0	0	0	0	0	0	0	132
50-Construction	2,120	0	0	0	0	0	0	0	2,120
Total	2,253	0	0	0	0	0	0	0	2,253

Budget Risk Assessment	
Estimate Type:	Construction
Budget Risk Level:	Low

Schedule Risk Assessment	
Schedule Risk Level:	Low
2011 Budget Schedule:	2010
2012 Budget Schedule:	2011

### Project Risk Assessment

Project Risk Assessment
-------------------------

# Link Light Rail

**4X320**

## DSTT South Access Security

Scope: The DSTT South Access Security project provides for design and construction of barriers and other deterrents, modification of train detection circuits, and channellization of traffic to prevent unauthorized vehicles from gaining access to the south entrance of the Downtown Seattle Transit Tunnel (DSTT).

Changes since 2011 budget: The project lifetime budget decreased \$200 thousand, and is projected to be completed for less than originally estimated. The project schedule has been extended through 2012 to allow for additional modifications requested by SDOT and KCM.

Capital Budget (in YOE dollars)	
Phase Gate Passed:	6 - Proceed to Construction
Baseline:	\$1,000
2011 TIP:	\$1,000
2012 TIP:	\$800

ST2 Project Cost Estimate (in 2011 dollars)	
2008 Cost Estimate:	N/A
2011 Cost Estimate:	N/A
2012 Cost Estimate:	N/A

### TIP Cashflow (in thousands)

Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
2-North King	678	122	0	0	0	0	0	0	800
Total	678	122	0	0	0	0	0	0	800

Phase	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
10-Agency Administration	141	24	0	0	0	0	0	0	165
50-Construction	537	98	0	0	0	0	0	0	635
Total	678	122	0	0	0	0	0	0	800

Budget Risk Assessment	
Estimate Type:	Construction
Budget Risk Level:	Low

Schedule Risk Assessment	
Schedule Risk Level:	Low
2011 Budget Schedule:	2011
2012 Budget Schedule:	2012

### Project Risk Assessment

--

# Link Light Rail

**4X340**

## Noise Abatement

Scope: Sound Transit is designing and will construct a noise wall along the elevated guideway in Tukwila. In addition, the Residential Sound Insulation Program (RSIP) will continue for impacted residences in the Rainier Valley.

Changes since 2011 budget: New project.

Capital Budget (in YOE dollars)	
Phase Gate Passed:	6-Proceed to Construction
Baseline:	\$13,000
2011 TIP:	\$0
2012 TIP:	\$13,000

ST2 Project Cost Estimate (in 2011 dollars)	
2008 Cost Estimate:	N/A
2011 Cost Estimate:	N/A
2012 Cost Estimate:	N/A

### TIP Cashflow (in thousands)

Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
2-North King	425	4,336	2,410	1,705	0	0	0	0	8,876
3-South King	198	2,014	1,120	792	0	0	0	0	4,124
Total	623	6,350	3,530	2,498	0	0	0	0	13,000

Phase	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
10-Agency Administration	56	450	225	269	0	0	0	0	1,000
30-Final Design & Specification	0	60	0	0	0	0	0	0	60
50-Construction	95	4,600	2,305	1,750	0	0	0	0	8,750
55-Construction Services	471	1,240	1,000	479	0	0	0	0	3,190
Total	623	6,350	3,530	2,498	0	0	0	0	13,000

Budget Risk Assessment	
Estimate Type:	Final Design
Budget Risk Level:	Medium

Schedule Risk Assessment	
Schedule Risk Level:	High
2011 Budget Schedule:	N/A
2012 Budget Schedule:	2014

### Project Risk Assessment

Noise abatement will require coordination with Link Operations to minimize service disruptions while maximizing construction efficiencies presenting schedule and budget risks.

# Link Light Rail

**4X399**

## Initial Segment Project Reserve

Scope: Unallocated project reserve for the Central Link Initial Segment that, if required, can be directed to augment contingencies allocated for individual line items within the Initial Segment budget. This project reserve may not be used for additional scope. A supermajority vote of the Sound Transit Board is required to allocate these funds to the project.

Changes since 2011 budget: An amendment to transfer \$32.2M from the Project Reserve to the Initial Segment project to provide additional funding for the Rainier Valley construction contract was approved by the Sound Transit Board in July 2011.

Capital Budget (in YOE dollars)	
Phase Gate Passed:	7-Transition to Operations
Baseline:	\$128,300
2011 TIP:	\$58,495
2012 TIP:	\$58,495

ST2 Project Cost Estimate (in 2011 dollars)	
2008 Cost Estimate:	N/A
2011 Cost Estimate:	N/A
2012 Cost Estimate:	N/A

### TIP Cashflow (in thousands)

Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
2-North King	0	0	58,495	0	0	0	0	0	58,495
Total	0	0	58,495	0	0	0	0	0	58,495

Phase	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
90-Contingency	0	0	58,495	0	0	0	0	0	58,495
Total	0	0	58,495	0	0	0	0	0	58,495

Budget Risk Assessment	
Estimate Type:	Construction
Budget Risk Level:	Low

Schedule Risk Assessment	
Schedule Risk Level:	Low
2011 Budget Schedule:	2009
2012 Budget Schedule:	2009

### Project Risk Assessment

Project Risk Assessment
-------------------------

# Link Light Rail

**4X400**

**Airport Link - 154th St to 176th St**

Scope: The project was opened for service in 2009.  
Project budget is provided to complete tasks to close out this project.

Changes since 2011 budget: The project lifetime budget has been decreased by \$6M in project cost savings which has been defunded from the program.

Capital Budget (in YOE dollars)	
Phase Gate Passed:	7-Transition to Operations
Baseline:	\$269,100
2011 TIP:	\$269,100
2012 TIP:	\$263,100

ST2 Project Cost Estimate (in 2011 dollars)	
2008 Cost Estimate:	N/A
2011 Cost Estimate:	N/A
2012 Cost Estimate:	N/A

### TIP Cashflow (in thousands)

Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
3-South King	256,685	1,252	5,164	0	0	0	0	0	263,100
Total	256,685	1,252	5,164	0	0	0	0	0	263,100

Phase	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
10-Agency Administration	9,830	100	929	0	0	0	0	0	10,859
20-Pre-Engineering/Env Review	3,666	0	25	0	0	0	0	0	3,691
30-Final Design & Specification	15,694	100	130	0	0	0	0	0	15,924
35-Third Parties	1,340	0	47	0	0	0	0	0	1,387
40-ROW Acquisition & Permits	12,001	552	0	0	0	0	0	0	12,553
50-Construction	183,818	450	3,376	0	0	0	0	0	187,644
55-Construction Services	14,879	50	610	0	0	0	0	0	15,539
70-Vehicles	14,539	0	48	0	0	0	0	0	14,587
80-System Testing & Startup	917	0	0	0	0	0	0	0	917
Total	256,685	1,252	5,164	0	0	0	0	0	263,100

Budget Risk Assessment	
Estimate Type:	Construction
Budget Risk Level:	Low

Schedule Risk Assessment	
Schedule Risk Level:	Low
2011 Budget Schedule:	2009
2012 Budget Schedule:	2009

### Project Risk Assessment

--	--

## Link Light Rail

**4X420**

### South Link-Airport to 200th St

Scope: The South Link – Airport to South 200th Street project will extend light rail from SeaTac/Airport Station to South 200th Street. The project is being accelerated through a design/build project delivery approach.

Changes since 2011 budget: The project baseline was developed and approved by the Sound Transit Board in July 2011; the projected schedule for service launch has been accelerated from 2020 to September 2016.

Capital Budget (in YOE dollars)	
Phase Gate Passed:	6-Proceed to Construction
Baseline:	\$383,241
2011 TIP:	\$383,241
2012 TIP:	\$383,241

ST2 Project Cost Estimate (in 2011 dollars)	
2008 Cost Estimate:	\$367,450
2011 Cost Estimate:	\$310,582
2012 Cost Estimate:	\$310,582

#### TIP Cashflow (in thousands)

Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
3-South King	20,860	37,209	92,960	96,384	74,975	53,698	7,155	0	383,241
Total	20,860	37,209	92,960	96,384	74,975	53,698	7,155	0	383,241

Phase	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
10-Agency Administration	2,429	2,148	3,043	2,803	2,736	2,333	573	0	16,064
20-Pre-Engineering/Env Review	5,696	47	135	0	0	0	0	0	5,878
30-Final Design & Specification	2,618	3,533	9,611	1,713	425	2,106	0	0	20,005
35-Third Parties	643	2,226	1,520	1,024	716	479	276	0	6,885
40-ROW Acquisition & Permits	9,472	20,414	7,357	0	0	0	6,306	0	43,549
50-Construction	1	8,193	67,540	86,299	66,410	45,494	0	0	273,936
55-Construction Services	0	649	3,755	4,546	4,087	2,098	0	0	15,135
80-System Testing & Startup	0	0	0	0	600	1,189	0	0	1,789
Total	20,860	37,209	92,960	96,384	74,975	53,698	7,155	0	383,241

Budget Risk Assessment	
Estimate Type:	PE/ED
Budget Risk Level:	Medium

Schedule Risk Assessment	
Schedule Risk Level:	Medium
2011 Budget Schedule:	2016
2012 Budget Schedule:	2016

#### Project Risk Assessment

Project being procured through alternative design/build delivery strategy with which the Agency has limited experience. Completion within schedule and budget requires selection of qualified contractor and significant project oversight.

## Link Light Rail

**4X445**

### South Corridor HCT-S 200th St to Federal Way Transit Center

Scope: The South Corridor HCT project extends from South 200th Street in the City of SeaTac to the Federal Way Transit Center in the City of Federal Way, a distance of 7.6 miles. The project scope includes Alternatives Analysis, Draft and Final Environmental Impact Statements, and Conceptual Engineering to support the environmental analysis. The project also includes Preliminary Engineering for the 2.3-mile segment from South 200th Street to Kent/Des Moines.

Additional scope of work has been authorized by the Agency Board to allow for the logical completion of Preliminary Engineering, Environmental work and transit alternatives to the Federal Way Transit Center. Although funding for construction is only available at this time to Kent-Des Moines Road, the additional scope of work will designate the preferred alignment and may open up future funding opportunities creating a shorter time frame from Final Design to Construction.

Changes since 2011 budget: Following the 2011 capital program realignment, the affordability of an extension of light rail in the south corridor was reevaluated and direction was received from the Board to initiate environmental review and preliminary engineering on a light rail extension from South 200th Street to Kent/Des Moines in the vicinity of Highline Community College. Subsequently, on February 23, 2012, the Board approved a resolution to expand the scope of the project to include alternatives analysis, environmental review, and conceptual engineering to the Federal Way Transit Center. The budget has been increased accordingly.

Capital Budget (in YOE dollars)	
Phase Gate Passed:	1-Enter Project Development
Baseline:	-
2011 TIP:	\$2,504
2012 TIP:	\$41,843

ST2 Project Cost Estimate (in 2011 dollars)	
2008 Cost Estimate:	\$444,961
2011 Cost Estimate:	\$1,269
2012 Cost Estimate:	\$396,806

#### TIP Cashflow (in thousands)

Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
3-South King	110	3,831	8,830	11,225	11,204	6,642	0	0	41,843
Total	110	3,831	8,830	11,225	11,204	6,642	0	0	41,843

Phase	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
10-Agency Administration	110	1,210	1,763	2,192	2,170	1,940	0	0	9,385
20-Pre-Engineering/Env Review	0	2,621	6,778	8,429	8,589	4,466	0	0	30,883
35-Third Parties	0	0	289	604	446	236	0	0	1,575
Total	110	3,831	8,830	11,225	11,204	6,642	0	0	41,843

Budget Risk Assessment	
Estimate Type:	Planning
Budget Risk Level:	High

Schedule Risk Assessment	
Schedule Risk Level:	High
2011 Budget Schedule:	2012
2012 Budget Schedule:	2016

#### Project Risk Assessment

Project entering alternatives analysis, uncertainties exist in design, environmental, third party and jurisdictional requirements that present budget and schedule risks. In addition, continued economic downturn is creating revenue and budget uncertainties.

# Link Light Rail

**4X446**

## South Corridor Alternatives Planning

Scope: The South Corridor Alternatives Planning project will conduct planning of transit alternatives for the portion of the South Corridor beyond that covered by the Link light rail extension to Federal Way city center. The project is comprised of two tasks, both of which will include development of cost and ridership estimates, financial analyses, and public outreach efforts at appropriate levels:

A. Alternatives Analysis: An analysis will be conducted of high-capacity transit alternatives that serve the portion of the South Corridor between downtown Tacoma and the South Corridor Link light rail extension terminus in Federal Way.

B. Pierce Subarea planning: Planning activities for this task will include examining the range of projects that could be funded under the adopted (or an amended) ST2 plan, mid- and long-range financial capacity analysis, and development and evaluation of project options.

Changes since 2011 budget: New project with a lifetime budget of \$4.1 million.

Capital Budget (in YOE dollars)	
Phase Gate Passed:	1- Enter Project Development
Baseline:	-
2011 TIP:	\$0
2012 TIP:	\$4,064

ST2 Project Cost Estimate (in 2011 dollars)	
2008 Cost Estimate:	\$77,748
2011 Cost Estimate:	\$0
2012 Cost Estimate:	\$3,945

### TIP Cashflow (in thousands)

Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
5-Pierce	0	2,383	1,680	0	0	0	0	0	4,064
Total	0	2,383	1,680	0	0	0	0	0	4,064

Phase	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
10-Agency Administration	0	685	461	0	0	0	0	0	1,146
20-Pre-Engineering/Env Review	0	1,698	1,220	0	0	0	0	0	2,918
Total	0	2,383	1,680	0	0	0	0	0	4,064

Budget Risk Assessment	
Estimate Type:	Planning
Budget Risk Level:	High

Schedule Risk Assessment	
Schedule Risk Level:	Low
2011 Budget Schedule:	
2012 Budget Schedule:	2013

### Project Risk Assessment

Budget Risk exists due to the uncertainty of the number of alternatives and options to analyze within each task.

Schedule risk exists due to the need to coordinate with multiple third parties, stakeholders, and jurisdictions as well as with other ongoing and related ST projects.

In addition, continued economic downturn is creating revenue and budget uncertainties.



# Link Light Rail

**4X600**

**East Link**

Scope: The East Link project is an expansion of light rail from downtown Seattle to the Eastside. The project will extend Central Link at the International District Station in Seattle and provide stations on I-90 at Rainier Avenue and Mercer Island. Through Bellevue and Redmond, the preferred alternative includes a station to serve an expanded South Bellevue park-and-ride, two downtown Bellevue stations, an Overlake Hospital station, two Bel-Red stations, an Overlake Village station, and a terminal station at the Overlake Transit Center. Environmental review includes a future extension to downtown Redmond. The proposed final design phase budget is based on the project adopted by the Board in July 2011 with a tunnel alignment in downtown Bellevue.

Changes since 2011 budget: Additional budget in the amount of \$392M for final design, third party coordination, and right-of-way acquisition based on budget estimates developed during preliminary engineering. In addition, the schedule has been extended to 2023 due to delays encountered during preliminary engineering and the additional time required for design and construction of the downtown Bellevue tunnel.

Capital Budget (in YOE dollars)	
Phase Gate Passed:	4 - Enter Final Design
Baseline:	-
2011 TIP:	\$364,550
2012 TIP:	\$756,819

ST2 Project Cost Estimate (in 2011 dollars)	
2008 Cost Estimate:	\$2,973,575
2011 Cost Estimate:	\$2,505,857
2012 Cost Estimate:	\$2,831,959

### TIP Cashflow (in thousands)

Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
2-North King	362	200	419	527	891	883	582	676	4,541
4-East King	60,002	33,166	69,483	87,347	147,611	146,324	96,351	111,995	752,278
Total	60,364	33,366	69,902	87,874	148,502	147,207	96,932	112,671	756,819

Phase	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
10-Agency Administration	9,484	8,830	10,410	11,104	12,705	13,747	259	0	66,539
20-Pre-Engineering/Env Review	49,228	2,897	1,872	1,050	692	300	5,084	0	61,123
30-Final Design & Specification	0	11,500	42,000	56,500	43,275	16,740	4,910	48,760	223,685
35-Third Parties	941	2,040	3,620	4,720	4,750	4,670	3,101	16,222	40,064
40-ROW Acquisition & Permits	711	8,100	12,000	14,500	87,080	111,750	83,578	47,689	365,408
Total	60,364	33,366	69,902	87,874	148,502	147,207	96,932	112,671	756,819

Budget Risk Assessment	
Estimate Type:	PE/ED
Budget Risk Level:	High

Schedule Risk Assessment	
Schedule Risk Level:	High
2011 Budget Schedule:	2021
2012 Budget Schedule:	2023

### Project Risk Assessment

Project presents technical design and legal challenges and requires close coordination with stakeholders, third parties and municipal jurisdictions. Schedule and budget risks are high.

## **Souder Commuter Rail**

### **Capital Program Description**

Souder commuter rail service between Seattle and Tacoma began in 2000. Service between Everett and Seattle began three years later in 2003. Presently, Souder carries over 2.5 million passengers annually on four daily round trips between Everett and Seattle with service at stations in Everett, Mukilteo, Edmonds, and Seattle and nine daily round trips between Seattle and Tacoma with service at stations in Tacoma, Puyallup, Sumner, Auburn, Kent, Tukwila, and Seattle. Service between Tacoma and Lakewood will begin in late 2012. Four additional round trips between Seattle and Tacoma were approved with the passage of ST2; the schedule for implementing these trips is being developed.

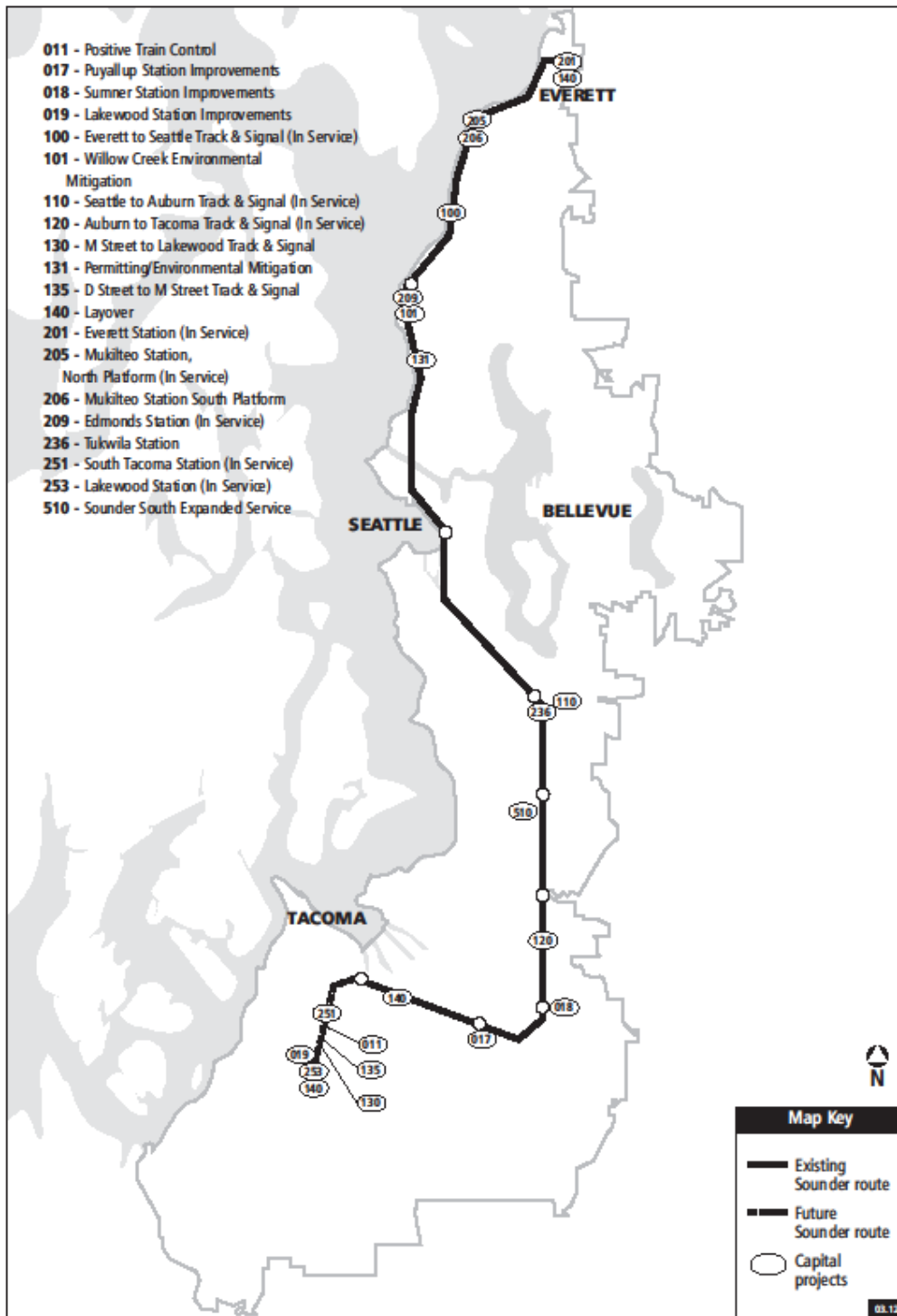
Sound Transit has designed and built 12 commuter rail stations. In partnership with Burlington Northern Santa Fe Railway (BNSF), we also upgraded track and signal systems along a 75-mile corridor between Everett and Tacoma to provide weekday commuter rail service to the north and south Sound communities.

In addition, Sound Transit designed and built three train layover facilities. Construction is also nearly complete on an 8.4-mile rail corridor between Tacoma and Lakewood that extends service to South Tacoma and Lakewood.

The 2012 TIP includes budgets to complete major elements of the Souder commuter rail system, including:

- Improve track and signals to extend service from Tacoma to Lakewood.
- Build the south platform at Mukilteo Station.
- Construct an additional layover facility in Lakewood.
- Perform environmental mitigation for impacts within the Seattle to Everett corridor.
- Acquire easements for expanded train service between Seattle and Lakewood from BNSF.
- Complete a station access and demand study.
- Perform environmental analysis and preliminary engineering for a Souder yard and shop facility for train maintenance and storage.
- Conduct preliminary engineering for access improvements at the Puyallup, Sumner, and Lakewood commuter rail stations.
- Design and build Tukwila Station.
- Design and build a federally mandated systemwide train control system to ensure operational safety and design.

# SOUNDER COMMUTER RAIL CAPITAL PROJECTS



## Capital Plan

The TIP includes funds for Sounder commuter rail projects at various stages of completion, as shown in the table below:

Project	Description	Department	Project Phase
Station Access and Demand Study	Complete a study to develop a comprehensive program of access improvements to Sounder stations.	PEPD	Alternatives Analysis/ Preliminary Engineering
Sounder Yard and Shops Facility	Evaluate operations and maintenance cost efficiencies associated with the development of commuter rail operations and maintenance facilities to support existing and future service levels.	PEPD	Preliminary Engineering
Puyallup Station Improvements	Identify and evaluate access improvements to Puyallup Station.	PEPD	Preliminary Engineering
Sumner Station Improvements	Identify and evaluate access improvements to Sumner Station.	PEPD	Preliminary Engineering
Lakewood Station Improvements	Provide financial support to the city of Lakewood for construction of a pedestrian bridge connecting Lakewood Station to the community northwest of the station.	PEPD	Preliminary Engineering
Sounder South Expanded Service	To enable the addition of four daily commuter rail service round trips between Seattle and Lakewood, we will acquire easements from BNSF. Sound Transit will perform environmental permitting and mitigation for track and signal improvements. BNSF will perform any track and signal improvements to support expanded service.	DECM	Preliminary Engineering
Positive Train Control	To meet federal regulatory requirements for operational safety, develop a Positive Train Control System.	DECM	Design/ Construction
Tukwila Station	Sounder currently serves Tukwila at a temporary station. Initial design of a permanent station presented conflicts with an adjacent city-led roadway improvement project and required costly relocation and protection of area utility systems.	DECM	Design

<b>Project</b>	<b>Description</b>	<b>Department</b>	<b>Project Phase</b>
	Our board requested the permanent station be redesigned to reduce these conflicts. The project is presently being redesigned.		
Mukilteo Station, South Platform	Construction of Mukilteo Station's south platform was delayed by complexities associated with a required right-of-way transfer from the U.S. Air Force. In the interim, the Air Force is leasing the right-of-way to the Agency to allow the start of platform construction.	DECM	Design
Permitting/ Environmental Mitigation	Sound Transit is responsible for all required environmental permitting and mitigation for track and signal improvements between Everett and Seattle. Mitigation construction, monitoring, and maintenance efforts are ongoing.	DECM	Construction
M Street – Lakewood Track and Signal	Reconstruction of approximately 7 miles of rail track between M Street in Tacoma and Lakewood was recently completed. Remaining project elements include restoration of the 66 <sup>th</sup> Street Bridge and installation of the Centralized Train Control system.	DECM	Construction
D Street – M Street Track and Signal	Sound Transit is building a 1.4 mile rail connection between the Tacoma Dome Station and M Street in Tacoma that will extend commuter rail service to Lakewood.	DECM	Construction
Layover	Sound Transit built layover facilities for overnight train layovers at Everett Station, King Street Station, and Tacoma's L Street yard. Construction of a layover facility in Lakewood is planned for 2012.	DECM	Construction
South Tacoma Station	The South Tacoma Station was completed in 2009, and is currently served by Pierce Transit and ST Express bus service. Commuter rail service to the station will begin upon completion of the D Street to M Street Track and Signal project in 2012.	DECM	In Service

<b>Project</b>	<b>Description</b>	<b>Department</b>	<b>Project Phase</b>
Lakewood Station	The Lakewood Station was completed in 2008; the station is currently served by Pierce Transit and ST Express bus service. Commuter rail service to the station will begin upon the completion of the D Street to M Street Track and Signal project in 2012.	DECM	In Service

### ***New Projects***

The TIP includes the following new projects:

- Puyallup Station Improvements – identify and evaluate access improvements to Puyallup Station. The adopted budget through Preliminary Engineering is \$578 thousand.
- Sumner Station Improvements – identify and evaluate access improvements to Sumner Station. The adopted budget through Preliminary Engineering is \$578 thousand.
- Lakewood Station Improvements – provide financial support to the city of Lakewood for construction of a pedestrian bridge connecting Lakewood Station with the community to the northwest. The adopted \$1.2 million budget includes staff costs as well as a \$1.0 million contribution to the city of Lakewood.

### ***Project Changes***

- Eastside Rail Partnership: ST2 identified funds for a Sound Transit financial contribution to a partnership that would operate passenger rail service on the former Eastside BNSF corridor. The 2011 program realignment suspended funding for the partnership, but retained \$50,000 for any analyses needed during the final decision process. The remaining budget is now suspended, reducing this project’s budget to historical costs.

### ***Budget Changes***

- M Street – Lakewood Track and Signal: Resolution No. R2011-12 increased the lifetime budget by \$2.9 million to \$81.5 million to properly reflect a contribution to the project which had in error been reflected as a betterment.
- D Street – M Street Track and Signal: Resolution No. R2011-02 decreased the lifetime budget by \$300 thousand to \$161.3 million; these funds were transferred to the Sound Transit Art Program.
- Sounder South Expanded Service: This project’s budget includes all easement payments to BNSF, as well as environmental and right-of-way efforts. The adopted lifetime budget for this project was increased \$2.5 million to \$194 million for additional right-of-way and environmental documentation activities. Funding is drawn from Pierce County’s subarea financial capacity and is consistent with the ST2 funding of the project.
- Layover: The combined adopted layover budget increased \$6.1 million for completion of final design and construction of the Lakewood facility. Funding of \$5.1 million is available from program reserves in the three counties, subarea

shares are based on track miles. The remaining \$1 million is drawn from Pierce County's subarea capacity to fund the rest of its share of the project.

- Positive Train Control: The 2011 TIP had two Positive Train Control projects, one in the Sounder program covering Tacoma-Lakewood and one in Service Delivery covering Everett-Tacoma. In 2012, the budgets have been combined into the Sounder program and increased by \$28.6 million for design and construction.
- Station Access and Demand Study: \$2.3 million in project savings is being removed from the project budget.

***Sounder Program Subarea Reserves***

Transfers to Subarea Reserves

Savings from the following projects were returned to their respective subarea reserve.

	<b>Amount of savings</b>
Willow Creek Environmental Mitigation	\$201,992
Permitting/Environmental Mitigation	\$1,500,000
Everett Station	\$ 15,726
Mukilteo Station, North Platform	\$ 50,281
Edmonds Station	\$1,380,102
<b>Total savings for Snohomish County:</b>	<b>\$3,148,101</b>
Seattle-Auburn Track and Signal	\$515,587
Tukwila Station	\$3,164,658
<b>Total savings for South King County:</b>	<b>\$3,680,245</b>
Auburn-Tacoma Track and Signal	\$248,843
South Tacoma Station	\$370,386
Lakewood Station	\$119,371
<b>Total savings for Pierce County:</b>	<b>\$ 738,599</b>
<b>Total savings for all three subareas:</b>	<b>\$7,566,945</b>

Withdrawals from Sounder Program Reserves

Layover: \$5.1 million was transferred from program reserves to the layover project to fund design and construction of the Lakewood layover facility. Funds were drawn from the Snohomish, Pierce, and South King subarea reserves in accordance with our proportional track-mile cost allocation model. The reserve balance of the Pierce County subarea was not adequate to fully fund its share of the layover budget increase. An additional \$1 million came from Pierce County's available financial capacity.

Return of subarea reserve funds

With major elements of the Sounder capital program now complete, funds are no longer needed to be retained in the Snohomish County and South King County subarea reserves. As a result, \$2 million was defunded from the Snohomish County subarea reserve and \$1.5 million was defunded from the South King County subarea reserve.

**Schedule Changes**

**Old Completion Date/New Completion Date**

<b>Project</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>
004 Sounder Yard & Shops Facility (Preliminary Design)			4Q	<b>4Q</b>
011 Positive Train Control	1Q			<b>4Q</b>
131 Permitting/Environmental Mitigation		4Q		<b>4Q</b>
236 Tukwila Station		1Q <b>4Q</b>		

Note: Unless otherwise noted, completion dates reflect when construction is expected to be substantially complete and the facility opened for service. (Project #004 – PE will be completed Q4 2015.) These dates do not include the project closeout effort, which can extend 12-18 months beyond construction completion as liens are released, final invoices are processed, claims are negotiated and settled and remaining funds returned to program reserves.

**Baseline**

No projects received initial, baseline budget approval in 2011.

**Scope, Schedule, and Budget Risks**

<b>Project</b>	<b>Budget Risk</b>	<b>Schedule Risk</b>	<b>Comments</b>
Mukilteo Station, South Platform	Low	Low	While the property transfer for this platform from the Air Force to the Port of Everett is being resolved, we have agreed to lease the property from the Air Force and begin platform construction.
Edmonds Station	Medium	Medium	Upon future completion of track upgrades by BNSF through Edmonds, an additional west platform will be required. However, funding for the west platform is currently unavailable.
Permitting/ Environmental Mitigation	Low	Medium	Environmental requirements limit the available times for construction, presenting schedule risks.



<b>Project</b>	<b>Budget Risk</b>	<b>Schedule Risk</b>	<b>Comments</b>
Tukwila Station	Low	Medium	Initial design of a permanent station presented conflicts with an adjacent city-led roadway improvement project and required costly relocation and protection of area utility systems. As a result, our board requested the permanent station be redesigned. The project is presently being redesigned.
D Street – M Street Track and Signal	Medium	Medium	During construction, significant quantities of contaminated soil, subsurface obstructions, and unforeseen subsurface conditions have been encountered. These have increased costs associated with construction and present budget and schedule risks.
Souder South Expanded Service	Medium	Medium	Environmental mitigation requirements may present budget risks. Additional environmental studies will verify mitigation requirements and establish an appropriate mitigation budget.
Puyallup Station Improvements	Medium	Medium	Uncertainties in design, environmental, third party, and jurisdictional requirements present budget and schedule risks.
Sumner Station Improvements	Medium	Medium	Uncertainties in design, environmental, third party, and jurisdictional requirements present budget and schedule risks.
Layover	Medium	Medium	A 2012 budget increase is adopted for completing construction of the Lakewood layover facility. The adopted increase is based on recently completed design engineering.
Lakewood Station Improvements	Low	Low	Sound Transit has agreed to financially support the City's design and construction of a pedestrian overpass to connect the station with the neighborhood to the west. Sound Transit's contribution is capped.
Positive Train Control	Low	Low	The procurement process has been initiated to ensure the system elements are in place by the end 2015 as required by federal legislation.
Souder Yard and Shops Facility	High	High	Yard and shop facility requirements are as yet undefined, and may be subject to jurisdictional requirements that present budget and schedule risks.

# Sounder Commuter Rail

## 2012 TIP Cashflow by Budget Approval

(in thousands)

	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
<b>Preliminary Engineering</b>									
001 Station Access & Demand Study	547	208	416	0	0	0	0	0	1,170
004 Sounder Yard & Shops Facility	500	1,369	2,270	1,751	1,022	0	0	0	6,912
017 Puyallup Station Improvements	0	389	189	0	0	0	0	0	578
018 Sumner Station Improvements	0	389	189	0	0	0	0	0	578
019 Lakewood Station Improvements	0	1,050	105	0	0	0	0	0	1,155
510 Sounder South Expanded Service	85,909	101,749	6,310	0	0	0	0	0	193,968
<b>Subtotal:</b>	<b>86,956</b>	<b>105,153</b>	<b>9,478</b>	<b>1,751</b>	<b>1,022</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>204,360</b>
<b>Final Design &amp; ROW</b>									
011 Positive Train Control	125	5,353	14,082	12,892	6,773	0	0	0	39,225
131 Permitting/Environmental Mitigation	3,668	1,613	741	479	177	0	0	0	6,679
206 Mukilteo Station, South Platform	1,803	5,261	4,066	0	0	0	0	0	11,131
236 Tukwila Station	13,319	12,039	20,611	0	0	0	0	0	45,969
<b>Subtotal:</b>	<b>18,915</b>	<b>24,266</b>	<b>39,500</b>	<b>13,371</b>	<b>6,951</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>103,003</b>
<b>Baseline</b>									
135 D Street-M Street Track & Signal	116,721	41,283	3,277	0	0	0	0	0	161,281
140 Layover	23,627	7,970	2,350	0	0	0	0	0	33,947
<b>Subtotal:</b>	<b>140,348</b>	<b>49,254</b>	<b>5,626</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>195,227</b>
<b>In Service</b>									
100 Everett-Seattle Track & Signal	298,921	0	0	0	0	0	0	0	298,921
101 Willow Creek Environmental Mitigation	835	19	0	0	0	0	0	0	854
110 Seattle-Auburn Track & Signal	227,793	0	0	0	0	0	0	0	227,793
120 Auburn-Tacoma Track & Signal	183,783	0	0	0	0	0	0	0	183,783
130 M Street-Lakewood Track & Signal	76,938	4,014	458	59	45	27	0	0	81,542
150 Nisqually-Lakewood ROW	14,836	0	0	0	0	0	0	0	14,836
201 Everett Station	33,147	0	0	0	0	0	0	0	33,147
205 Mukilteo Station, North Platform	9,481	0	0	0	0	0	0	0	9,481
207 Edmonds Station (Temporary)	176	0	0	0	0	0	0	0	176
209 Edmonds Station	10,756	793	0	0	0	0	0	0	11,549
231 King Street Station	7,928	0	0	0	0	0	0	0	7,928
235 Tukwila Station (Temporary)	2,837	0	0	0	0	0	0	0	2,837
237 Kent Station	32,388	0	0	0	0	0	0	0	32,388
239 Auburn Station	25,815	0	0	0	0	0	0	0	25,815

# Sounder Commuter Rail

## 2012 TIP Cashflow by Budget Approval

(in thousands)

	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
241 Sumner Station	8,741	0	0	0	0	0	0	0	8,741
243 Puyallup Station	13,336	0	0	0	0	0	0	0	13,336
245 Tacoma Dome Station	9,767	0	0	0	0	0	0	0	9,767
247 Reservation-Freighthouse	16,373	0	0	0	0	0	0	0	16,373
251 South Tacoma Station	15,503	157	68	0	0	0	0	0	15,728
253 Lakewood Station	29,185	11	0	0	0	0	0	0	29,197
255 Lakewood CBD	1,816	0	0	0	0	0	0	0	1,816
<b>Closed</b>									
002 Eastside Rail Partnership	1	1	0	0	0	0	0	0	2
231 Boeing Access Rd Station	65	0	0	0	0	0	0	0	65
<b>Reserve</b>									
601 Sounder Program Reserve	67	1	0	0	0	0	0	0	68
<b>Subtotal:</b>	<b>1,020,356</b>	<b>4,995</b>	<b>526</b>	<b>59</b>	<b>45</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>1,026,008</b>
<b>Subtotal:</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Subtotal:</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Grand Total:</b>	<b>1,266,641</b>	<b>183,669</b>	<b>55,130</b>	<b>15,182</b>	<b>8,018</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>1,528,667</b>

# Sounder Commuter Rail

## 2012 TIP Cashflow by Subarea

(in thousands)

Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
1- Snohomish	363,143	9,688	6,498	1,621	790	0	0	0	381,739
3- South King	328,063	15,340	22,164	569	299	0	0	0	366,435
4- East King	1	1	0	0	0	0	0	0	2
5- Pierce	575,434	158,640	26,468	12,993	6,929	27	0	0	780,490
<b>Total</b>	<b>1,266,641</b>	<b>183,669</b>	<b>55,130</b>	<b>15,182</b>	<b>8,018</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>1,528,667</b>

## 2012 TIP Cashflow by Phase

(in thousands)

Phase# and Description	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
10 Agency Administration	54,155	6,428	5,871	1,017	607	3	0	0	68,082
20 Pre-Engineering/Env Review	27,660	1,999	2,753	1,479	774	0	0	0	34,666
30 Final Design & Specification	48,262	8,031	3,406	0	0	0	0	0	59,699
35 Third Parties	316	2,839	3,742	1,182	591	0	0	0	8,670
40 ROW Acquisition & Permits	463,024	106,721	7,224	159	136	24	0	0	577,288
50 Construction	535,601	52,998	29,296	10,825	5,600	0	0	0	634,319
55 Construction Services	3,119	4,518	2,475	520	309	0	0	0	10,942
70 Vehicles	134,503	0	0	0	0	0	0	0	134,504
80 System Testing & Startup	0	84	0	0	0	0	0	0	84
90 Contingency	0	50	363	0	0	0	0	0	413
<b>Total</b>	<b>1,266,641</b>	<b>183,669</b>	<b>55,130</b>	<b>15,182</b>	<b>8,018</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>1,528,667</b>

## Sounder Commuter Rail

**300001**

### Station Access & Demand Study

Scope: Sound Transit is developing a comprehensive program of Sounder station improvements that places priority on accommodating alternative station access improvements at the following Sounder commuter rail stations: Mukilteo, Kent, Auburn, Sumner, Puyallup, Tacoma Dome, South Tacoma, and Lakewood. Funding has been approved for ridership and traffic analyses environmental scan, transit oriented and joint development studies, conceptual engineering, and community outreach. The final product of the program will be proposed access investments for each station.

Changes since 2011 budget: \$2.3M in project savings was defunded from the project; the project is being completed for less than what was originally estimated.

Capital Budget (in YOE dollars)	
Phase Gate Passed:	1-Enter Project Development
Baseline:	-
2011 TIP:	\$3,480
2012 TIP:	\$1,170

ST2 Project Cost Estimate (in 2011 dollars)	
2008 Cost Estimate:	\$135,876
2011 Cost Estimate:	\$57,719
2012 Cost Estimate:	\$55,366

#### TIP Cashflow (in thousands)

Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
1-Snohomish	23	9	17	0	0	0	0	0	49
3-South King	134	51	102	0	0	0	0	0	287
5-Pierce	390	148	297	0	0	0	0	0	835
Total	547	208	416	0	0	0	0	0	1,170

Phase	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
10-Agency Administration	108	24	0	0	0	0	0	0	133
20-Pre-Engineering/Env Review	438	183	153	0	0	0	0	0	774
90-Contingency	0	0	263	0	0	0	0	0	263
Total	547	208	416	0	0	0	0	0	1,170

Budget Risk Assessment	
Estimate Type:	Planning
Budget Risk Level:	Low

Schedule Risk Assessment	
Schedule Risk Level:	Low
2011 Budget Schedule:	2012
2012 Budget Schedule:	2012

#### Project Risk Assessment

--	--

## Sounder Commuter Rail

**300002**

### Eastside Rail Partnership

Scope: This project was planned to include a potential financial contribution by Sound Transit to a partnership that would operate passenger rail on the Eastside BNSF rail corridor, subject to completion of due diligence and Board review and approval. This program was suspended in the 2011 realignment.

Changes since 2011 budget: The project budget is being reduced to \$2K in historical costs and overhead.

Capital Budget (in YOE dollars)	
Phase Gate Passed:	1-Enter Project Development
Baseline:	-
2011 TIP:	\$50
2012 TIP:	\$2

ST2 Project Cost Estimate (in 2011 dollars)	
2008 Cost Estimate:	\$53,992
2011 Cost Estimate:	\$563
2012 Cost Estimate:	\$2

#### TIP Cashflow (in thousands)

Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
4-East King	1	1	0	0	0	0	0	0	2
Total	1	1	0	0	0	0	0	0	2

Phase	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
10-Agency Administration	1	1	0	0	0	0	0	0	2
Total	1	1	0	0	0	0	0	0	2

Budget Risk Assessment	
Estimate Type:	Fixed Contribution
Budget Risk Level:	Low

Schedule Risk Assessment	
Schedule Risk Level:	Low
2011 Budget Schedule:	2011
2012 Budget Schedule:	2011

#### Project Risk Assessment

Project Risk Assessment
-------------------------

## Sounder Commuter Rail

**300004**

### Sounder Yard & Shops Facility

Scope: Sound Transit is evaluating operations and maintenance cost efficiencies associated with the development of commuter rail operations and maintenance facilities to support existing and future service levels. Funding has been approved for completing site selection, preliminary engineering (30% design), and environmental determination.

Changes since 2011 budget: None

Capital Budget (in YOE dollars)	
Phase Gate Passed:	1-Enter Project Development
Baseline:	-
2011 TIP:	\$6,912
2012 TIP:	\$6,912

ST2 Project Cost Estimate (in 2011 dollars)	
2008 Cost Estimate:	\$150,974
2011 Cost Estimate:	\$150,356
2012 Cost Estimate:	\$150,356

#### TIP Cashflow (in thousands)

Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
1-Snohomish	63	172	286	221	129	0	0	0	871
5-Pierce	437	1,196	1,984	1,531	893	0	0	0	6,041
Total	500	1,369	2,270	1,751	1,022	0	0	0	6,912

Phase	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
10-Agency Administration	32	181	252	210	171	0	0	0	846
20-Pre-Engineering/Env Review	467	1,132	1,913	1,479	774	0	0	0	5,766
40-ROW Acquisition & Permits	1	55	105	62	76	0	0	0	300
Total	500	1,369	2,270	1,751	1,022	0	0	0	6,912

Budget Risk Assessment	
Estimate Type:	PE / ED
Budget Risk Level:	High

Schedule Risk Assessment	
Schedule Risk Level:	High
2011 Budget Schedule:	2014
2012 Budget Schedule:	2015

#### Project Risk Assessment

Yard and Shop Facility requirements have not been defined and may be subject to jurisdictional requirements presenting potential budget and schedule risk. The schedule has been extended to 2015 due to the delay in procuring consultant resources for preliminary engineering.

## Sounder Commuter Rail

**300011**

### Positive Train Control

Scope: Positive Train Control (PTC) systems are integrated command, control, communications, and information systems for controlling train movements with safety, security, precision, and efficiency. PTC on passenger rail systems is federally mandated to be operational by December 2015. These systems will improve railroad safety by significantly reducing the probability of collisions between trains, casualties to roadway workers and damage to their equipment, and over speed accidents.

Budget elements include costs associated with wayside upgrades to the signal systems owned by Sound Transit along the Tacoma to Lakewood corridor and those owned by BNSF in the Seattle to Tacoma corridor, as well as upgrades to the system-wide rolling stock. The project has been combined with a former Service Delivery project.

Changes since 2011 budget: Project lifetime budget increased by \$34.5M including \$5.9M from the former Service Delivery project and the remaining \$28.6M from financial capacity in Pierce County. Estimates for project scope are significantly higher than originally anticipated.

Capital Budget (in YOE dollars)	
Phase Gate Passed:	4-Enter Final Design
Baseline:	-
2011 TIP:	\$4,704
2012 TIP:	\$39,225

ST2 Project Cost Estimate (in 2011 dollars)	
2008 Cost Estimate:	N/A
2011 Cost Estimate:	N/A
2012 Cost Estimate:	N/A

#### TIP Cashflow (in thousands)

Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
1-Snohomish	9	382	1,005	920	484	0	0	0	2,801
3-South King	5	236	621	569	299	0	0	0	1,730
5-Pierce	110	4,735	12,455	11,403	5,991	0	0	0	34,695
Total	125	5,353	14,082	12,892	6,773	0	0	0	39,225

Phase	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
10-Agency Administration	104	274	650	785	425	0	0	0	2,238
30-Final Design & Specification	20	2,978	2,141	0	0	0	0	0	5,139
35-Third Parties	0	1,059	3,515	1,182	591	0	0	0	6,348
50-Construction	0	576	7,157	10,404	5,448	0	0	0	23,585
55-Construction Services	0	466	620	520	309	0	0	0	1,915
Total	125	5,353	14,082	12,892	6,773	0	0	0	39,225

Budget Risk Assessment	
Estimate Type:	Final Design
Budget Risk Level:	Low

Schedule Risk Assessment	
Schedule Risk Level:	Low
2011 Budget Schedule:	2012
2012 Budget Schedule:	2015

#### Project Risk Assessment

Installation to be coordinated with ongoing construction. The schedule for completion has been extended to 2015.



## Sounder Commuter Rail

**300017**

### Puyallup Station Improvements

Scope: Preliminary engineering for station access improvements identified through the Station Access and Demand Study (Project 300001). Improvements may include additional parking facilities, pedestrian access improvements, bicycle facilities including bicycle lane or path improvements within one half mile of the station, secure bicycle storage, additional bus/transfer facilities within the station, transit speed and reliability improvements on routes connecting to the station, expanded or new kiss-and-ride facilities at the station, and off-site parking along an existing bus route that connects frequently (20-minute or less headway) to the station at peak periods. The final project scope is dependent upon Sound Transit Board approval at the conclusion of the Sounder Station Access & Demand Study.

Changes since 2011 budget: New project being funded with ST2 funds.

Capital Budget (in YOE dollars)	
Phase Gate Passed:	Pending
Baseline:	-
2011 TIP:	\$0
2012 TIP:	\$578

ST2 Project Cost Estimate (in 2011 dollars)	
2008 Cost Estimate:	\$61,055
2011 Cost Estimate:	\$51,685
2012 Cost Estimate:	\$51,685

#### TIP Cashflow (in thousands)

Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
5-Pierce	0	389	189	0	0	0	0	0	578
Total	0	389	189	0	0	0	0	0	578

Phase	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
10-Agency Administration	0	79	44	0	0	0	0	0	124
20-Pre-Engineering/Env Review	0	310	144	0	0	0	0	0	454
Total	0	389	189	0	0	0	0	0	578

Budget Risk Assessment	
Estimate Type:	Planning
Budget Risk Level:	Medium

Schedule Risk Assessment	
Schedule Risk Level:	Medium
2011 Budget Schedule:	2013
2012 Budget Schedule:	2013

#### Project Risk Assessment

Uncertainties exist in design, environmental and third party and jurisdictional requirements that present budget and schedule risks.

## Sounder Commuter Rail

**300018**

### Sumner Station Improvements

Scope: Preliminary engineering for station access improvements identified through the Station Access and Demand Study (Project 300001). Improvements may include additional parking facilities, pedestrian access improvements, bicycle facilities including bicycle lane or path improvements within one half mile of the station, secure bicycle storage, additional bus/transfer facilities within the station, transit speed and reliability improvements on routes connecting to the station, expanded or new kiss-and-ride facilities at the station, and off-site parking along an existing bus route that connects frequently (20-minute or less headway) to the station at peak periods. The final project scope is dependent upon Sound Transit Board approval at the conclusion of the Sounder Station Access & Demand Study.

Changes since 2011 budget: New project being funded with ST2 funds.

Capital Budget (in YOE dollars)	
Phase Gate Passed:	Pending
Baseline:	-
2011 TIP:	\$0
2012 TIP:	\$578

ST2 Project Cost Estimate (in 2011 dollars)	
2008 Cost Estimate:	\$43,644
2011 Cost Estimate:	\$36,866
2012 Cost Estimate:	\$36,866

#### TIP Cashflow (in thousands)

Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
5-Pierce	0	389	189	0	0	0	0	0	578
Total	0	389	189	0	0	0	0	0	578

Phase	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
10-Agency Administration	0	79	44	0	0	0	0	0	124
20-Pre-Engineering/Env Review	0	310	144	0	0	0	0	0	454
Total	0	389	189	0	0	0	0	0	578

Budget Risk Assessment	
Estimate Type:	Planning
Budget Risk Level:	Medium

Schedule Risk Assessment	
Schedule Risk Level:	Medium
2011 Budget Schedule:	2013
2012 Budget Schedule:	2013

#### Project Risk Assessment

Uncertainties exist in design, environmental, third party and jurisdictional requirements that present budget and schedule risks.

## Sounder Commuter Rail

**300019**

### Lakewood Station Improvements

Scope: Sound Transit is providing financial support to the city of Lakewood for the construction of a pedestrian bridge connecting the community to the northwest of the Lakewood Station with the station.

Changes since 2011 budget: New project being funded with ST2 funds.

Capital Budget (in YOE dollars)	
Phase Gate Passed:	Pending
Baseline:	-
2011 TIP:	\$0
2012 TIP:	\$1,155

ST2 Project Cost Estimate (in 2011 dollars)	
2008 Cost Estimate:	\$40,951
2011 Cost Estimate:	\$34,762
2012 Cost Estimate:	\$34,762

#### TIP Cashflow (in thousands)

Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
5-Pierce	0	1,050	105	0	0	0	0	0	1,155
Total	0	1,050	105	0	0	0	0	0	1,155

Phase	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
10-Agency Administration	0	50	5	0	0	0	0	0	55
35-Third Parties	0	1,000	0	0	0	0	0	0	1,000
90-Contingency	0	0	100	0	0	0	0	0	100
Total	0	1,050	105	0	0	0	0	0	1,155

Budget Risk Assessment	
Estimate Type:	Fixed Contribution
Budget Risk Level:	Low

Schedule Risk Assessment	
Schedule Risk Level:	Low
2011 Budget Schedule:	NA
2012 Budget Schedule:	2013

#### Project Risk Assessment

Project Risk Assessment
-------------------------

## Sounder Commuter Rail

**3x100**

### Everett-Seattle Track & Signal

Scope: Project is in service.

Changes since 2011 budget: Transferred \$308 in project savings to the Snohomish County program reserves.

Capital Budget (in YOE dollars)	
Phase Gate Passed:	7-Transition to Operations
Baseline:	\$303,258
2011 TIP:	\$298,921
2012 TIP:	\$298,921

ST2 Project Cost Estimate (in 2011 dollars)	
2008 Cost Estimate:	N/A
2011 Cost Estimate:	N/A
2012 Cost Estimate:	N/A

#### TIP Cashflow (in thousands)

Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
1-Snohomish	298,921	0	0	0	0	0	0	0	298,921
Total	298,921	0	0	0	0	0	0	0	298,921

Phase	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
10-Agency Administration	8,071	0	0	0	0	0	0	0	8,071
20-Pre-Engineering/Env Review	3,951	0	0	0	0	0	0	0	3,951
30-Final Design & Specification	11	0	0	0	0	0	0	0	11
40-ROW Acquisition & Permits	258,221	0	0	0	0	0	0	0	258,221
50-Construction	624	0	0	0	0	0	0	0	624
70-Vehicles	28,043	0	0	0	0	0	0	0	28,043
Total	298,921	0	0	0	0	0	0	0	298,921

Budget Risk Assessment	
Estimate Type:	Construction
Budget Risk Level:	Low

Schedule Risk Assessment	
Schedule Risk Level:	Low
2011 Budget Schedule:	2007
2012 Budget Schedule:	2007

#### Project Risk Assessment

Project Risk Assessment
-------------------------

## Sounder Commuter Rail

**3x101**

### Willow Creek Environmental Mitigation

Scope: Project has been completed.

Changes since 2011 budget: Transferred \$202K in project savings to the Snohomish County program reserve.

Capital Budget (in YOE dollars)	
Phase Gate Passed:	None
Baseline:	-
2011 TIP:	\$1,056
2012 TIP:	\$854

ST2 Project Cost Estimate (in 2011 dollars)	
2008 Cost Estimate:	N/A
2011 Cost Estimate:	N/A
2012 Cost Estimate:	N/A

#### TIP Cashflow (in thousands)

Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
1-Snohomish	835	19	0	0	0	0	0	0	854
Total	835	19	0	0	0	0	0	0	854

Phase	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
10-Agency Administration	53	19	0	0	0	0	0	0	72
30-Final Design & Specification	121	0	0	0	0	0	0	0	121
50-Construction	660	0	0	0	0	0	0	0	660
Total	835	19	0	0	0	0	0	0	854

Budget Risk Assessment	
Estimate Type:	Construction
Budget Risk Level:	Low

Schedule Risk Assessment	
Schedule Risk Level:	Low
2011 Budget Schedule:	2010
2012 Budget Schedule:	2010

#### Project Risk Assessment

Project Risk Assessment
-------------------------

## Sounder Commuter Rail

**3x110**

### Seattle-Auburn Track & Signal

Scope: Project is in service.

Changes since 2011 budget: Transferred \$516K to the South King County program reserve.

Capital Budget (in YOE dollars)	
Phase Gate Passed:	7-Transition to Operations
Baseline:	\$256,147
2011 TIP:	\$228,309
2012 TIP:	\$227,793

ST2 Project Cost Estimate (in 2011 dollars)	
2008 Cost Estimate:	N/A
2011 Cost Estimate:	N/A
2012 Cost Estimate:	N/A

#### TIP Cashflow (in thousands)

Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
3-South King	227,793	0	0	0	0	0	0	0	227,793
Total	227,793	0	0	0	0	0	0	0	227,793

Phase	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
10-Agency Administration	10,461	0	0	0	0	0	0	0	10,461
20-Pre-Engineering/Env Review	5,890	0	0	0	0	0	0	0	5,890
30-Final Design & Specification	4,865	0	0	0	0	0	0	0	4,865
40-ROW Acquisition & Permits	74	0	0	0	0	0	0	0	74
50-Construction	156,812	0	0	0	0	0	0	0	156,812
70-Vehicles	49,692	0	0	0	0	0	0	0	49,692
Total	227,793	0	0	0	0	0	0	0	227,793

Budget Risk Assessment	
Estimate Type:	Construction
Budget Risk Level:	Low

Schedule Risk Assessment	
Schedule Risk Level:	Low
2011 Budget Schedule:	2008
2012 Budget Schedule:	2008

#### Project Risk Assessment

Project Risk Assessment

# Sounder Commuter Rail

**3x120**

## Auburn-Tacoma Track & Signal

Scope: Project is in service.

Changes since 2011 budget: Transferred \$249K to the Pierce County program reserve.

Capital Budget (in YOE dollars)	
Phase Gate Passed:	7-Transition to Operations
Baseline:	\$206,965
2011 TIP:	\$184,032
2012 TIP:	\$183,783

ST2 Project Cost Estimate (in 2011 dollars)	
2008 Cost Estimate:	N/A
2011 Cost Estimate:	N/A
2012 Cost Estimate:	N/A

### TIP Cashflow (in thousands)

Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
5-Pierce	183,783	0	0	0	0	0	0	0	183,783
Total	183,783	0	0	0	0	0	0	0	183,783

Phase	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
10-Agency Administration	8,409	0	0	0	0	0	0	0	8,409
20-Pre-Engineering/Env Review	4,807	0	0	0	0	0	0	0	4,807
30-Final Design & Specification	3,904	0	0	0	0	0	0	0	3,904
40-ROW Acquisition & Permits	34	0	0	0	0	0	0	0	34
50-Construction	127,766	0	0	0	0	0	0	0	127,766
70-Vehicles	38,863	0	0	0	0	0	0	0	38,863
Total	183,783	0	0	0	0	0	0	0	183,783

Budget Risk Assessment	
Estimate Type:	Construction
Budget Risk Level:	Low

Schedule Risk Assessment	
Schedule Risk Level:	Low
2011 Budget Schedule:	2008
2012 Budget Schedule:	2008

### Project Risk Assessment

Project Risk Assessment

## Sounder Commuter Rail

**3x130**

### M Street-Lakewood Track & Signal

Scope: Sound Transit recently completed reconstruction of approximately seven miles of rail track between M Street in Tacoma and Lakewood. Remaining project elements include restoration of the 66th Street Bridge and installation of the Centralized Train Control system. Commuter rail service will begin in 2012 following completion of the D Street to M Street Track and Signal project (Project 3x135).

Changes since 2011 budget: Resolution R2011-12 amended the lifetime budget increasing it by \$2.9M to \$81.5M.

Capital Budget (in YOE dollars)	
Phase Gate Passed:	7-Transition to Operations
Baseline:	\$78,630
2011 TIP:	\$81,542
2012 TIP:	\$81,542

ST2 Project Cost Estimate (in 2011 dollars)	
2008 Cost Estimate:	N/A
2011 Cost Estimate:	N/A
2012 Cost Estimate:	N/A

#### TIP Cashflow (in thousands)

Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
5-Pierce	76,938	4,014	458	59	45	24	0	0	81,542
Total	76,938	4,014	458	59	45	27	0	0	81,542

Phase	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
10-Agency Administration	3,533	520	207	6	5	3	0	0	4,274
20-Pre-Engineering/Env Review	1,496	0	0	0	0	0	0	0	1,496
30-Final Design & Specification	3,151	0	28	0	0	0	0	0	3,178
40-ROW Acquisition & Permits	12,693	77	191	53	40	24	0	0	13,078
50-Construction	47,112	3,332	0	0	0	0	0	0	50,445
55-Construction Services	0	0	33	0	0	0	0	0	33
70-Vehicles	8,953	0	0	0	0	0	0	0	8,953
80-System Testing & Startup	0	84	0	0	0	0	0	0	84
Total	76,938	4,014	458	59	45	27	0	0	81,542

Budget Risk Assessment	
Estimate Type:	Construction
Budget Risk Level:	Low

Schedule Risk Assessment	
Schedule Risk Level:	Low
2011 Budget Schedule:	2010
2012 Budget Schedule:	2010

#### Project Risk Assessment

--



## Sounder Commuter Rail

**3x131**

### Permitting/Environmental Mitigation

Scope: Track and Signal improvements to accommodate Sounder commuter rail service between Seattle and Everett were completed by BNSF. Sound Transit assumed responsibility for all environmental permitting and mitigation required for these improvements. Required mitigation included the purchase of three properties in the Snohomish River Estuary, assistance with the Christofferson property purchase, Deer Creek Stream restoration, Kiwanis Ravine enhancement, a freshwater wetland enhancement in Woodway, and a bridge over Willow Creek to support a future day-lighting project. Track and Signal improvements were completed in 2008; remaining mitigation efforts include construction of the Christofferson fill pad and monitoring and maintenance of the Deer Creek mitigation site.

Changes since 2011 budget: Transferred \$1.5M in project savings to Snohomish County program reserve.

Capital Budget (in YOE dollars)	
Phase Gate Passed:	None
Baseline:	-
2011 TIP:	\$8,179
2012 TIP:	\$6,679

ST2 Project Cost Estimate (in 2011 dollars)	
2008 Cost Estimate:	N/A
2011 Cost Estimate:	N/A
2012 Cost Estimate:	N/A

#### TIP Cashflow (in thousands)

Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
1-Snohomish	3,668	1,613	741	479	177	0	0	0	6,679
Total	3,668	1,613	741	479	177	0	0	0	6,679

Phase	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
10-Agency Administration	473	53	24	16	6	0	0	0	571
20-Pre-Engineering/Env Review	1,007	37	27	0	0	0	0	0	1,071
30-Final Design & Specification	112	141	167	0	0	0	0	0	419
40-ROW Acquisition & Permits	1,307	37	54	44	19	0	0	0	1,461
50-Construction	768	1,346	469	420	152	0	0	0	3,156
Total	3,668	1,613	741	479	177	0	0	0	6,679

Budget Risk Assessment	
Estimate Type:	Final Design
Budget Risk Level:	Low

Schedule Risk Assessment	
Schedule Risk Level:	Medium
2011 Budget Schedule:	2013
2012 Budget Schedule:	2015

#### Project Risk Assessment

Environmental requirements limit windows available for construction presenting schedule risks.

## Sounder Commuter Rail

**3x135**

### D Street-M Street Track & Signal

Scope: Design and construct a rail connection between the Tacoma Dome Station and the Sound Transit railroad right-of-way (the Lakeview Subdivision Line). Project includes 1.4 miles of track work, rail bridge over Pacific Avenue, roadway reconstruction, utility relocations, and centralized traffic control for the rail line.

Changes since 2011 budget: Resolution R2011-02 amended the lifetime budget to \$161.3M decreasing it by \$300K which was transferred to the STart program.

Capital Budget (in YOE dollars)	
Phase Gate Passed:	6-Proceed to Construction
Baseline:	\$161,581
2011 TIP:	\$161,281
2012 TIP:	\$161,281

ST2 Project Cost Estimate (in 2011 dollars)	
2008 Cost Estimate:	N/A
2011 Cost Estimate:	N/A
2012 Cost Estimate:	N/A

#### TIP Cashflow (in thousands)

Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
5-Pierce	116,721	41,283	3,277	0	0	0	0	0	161,281
Total	116,721	41,283	3,277	0	0	0	0	0	161,281

Phase	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
10-Agency Administration	7,185	1,336	875	0	0	0	0	0	9,396
20-Pre-Engineering/Env Review	1,694	0	0	0	0	0	0	0	1,694
30-Final Design & Specification	15,851	2,686	75	0	0	0	0	0	18,612
35-Third Parties	316	423	107	0	0	0	0	0	846
40-ROW Acquisition & Permits	41,205	1,565	1,843	0	0	0	0	0	44,613
50-Construction	38,402	32,546	0	0	0	0	0	0	70,948
55-Construction Services	3,115	2,727	376	0	0	0	0	0	6,218
70-Vehicles	8,953	0	0	0	0	0	0	0	8,953
Total	116,721	41,283	3,277	0	0	0	0	0	161,281

Budget Risk Assessment	
Estimate Type:	Construction
Budget Risk Level:	Medium

Schedule Risk Assessment	
Schedule Risk Level:	Medium
2011 Budget Schedule:	2012
2012 Budget Schedule:	2012

#### Project Risk Assessment

During construction, significant quantities of contaminated soil, subsurface obstructions and unforeseen subsurface conditions have been encountered increasing costs associated with construction and presenting budget and schedule risks.

## Sounder Commuter Rail

**3x140**

### Layover

Scope: Layover is a systemwide component of the Sounder commuter rail program. It includes storage tracks and facilities for layover of trains at Seattle, Everett, Tacoma and Lakewood. The costs and budget are allocated to three subareas based on track miles. Storage track and light maintenance facilities have been constructed in Seattle and Everett; storage tracks have been installed in Lakewood; light maintenance facilities in Lakewood remain to be completed.

Changes since 2011 budget: Project budget increased by \$6.1M; budget increase funded by \$1.2M from the Snohomish County program reserve, \$2.2M from South King County program reserve, \$1.7M from Pierce County program reserves, and \$989K from Pierce County financial capacity.

Capital Budget (in YOE dollars)	
Phase Gate Passed:	Gate 6 - Proceed to Construction
Baseline:	-
2011 TIP:	\$27,824
2012 TIP:	\$33,947

ST2 Project Cost Estimate (in 2011 dollars)	
2008 Cost Estimate:	N/A
2011 Cost Estimate:	N/A
2012 Cost Estimate:	N/A

#### TIP Cashflow (in thousands)

Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
1-Snohomish	4,260	1,438	382	0	0	0	0	0	6,080
3-South King	8,815	3,015	831	0	0	0	0	0	12,660
5-Pierce	10,552	3,518	1,137	0	0	0	0	0	15,207
Total	23,627	7,970	2,350	0	0	0	0	0	33,947

Phase	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
10-Agency Administration	935	264	0	0	0	0	0	0	1,200
20-Pre-Engineering/Env Review	268	0	0	0	0	0	0	0	268
30-Final Design & Specification	1,183	90	441	0	0	0	0	0	1,714
40-ROW Acquisition & Permits	1,140	3,150	1,432	0	0	0	0	0	5,723
50-Construction	20,101	4,273	283	0	0	0	0	0	24,657
55-Construction Services	0	192	193	0	0	0	0	0	385
Total	23,627	7,970	2,350	0	0	0	0	0	33,947

Budget Risk Assessment	
Estimate Type:	Final Design
Budget Risk Level:	Low

Schedule Risk Assessment	
Schedule Risk Level:	Low
2011 Budget Schedule:	2012
2012 Budget Schedule:	2012

#### Project Risk Assessment

Project Risk Assessment
-------------------------

## Sounder Commuter Rail

**3x201**

**Everett Station**

Scope: Project is in service.

Changes since 2011 budget: Transferred \$16K in project savings to the Snohomish County program reserves.

<b>Capital Budget (in YOE dollars)</b>	
Phase Gate Passed:	7-Transition to Operations
Baseline:	\$26,872
2011 TIP:	\$33,163
2012 TIP:	\$33,147

<b>ST2 Project Cost Estimate (in 2011 dollars)</b>	
2008 Cost Estimate:	N/A
2011 Cost Estimate:	N/A
2012 Cost Estimate:	N/A

### TIP Cashflow (in thousands)

Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
1-Snohomish	33,147	0	0	0	0	0	0	0	33,147
Total	33,147	0	0	0	0	0	0	0	33,147

Phase	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
10-Agency Administration	1,873	0	0	0	0	0	0	0	1,873
20-Pre-Engineering/Env Review	1,194	0	0	0	0	0	0	0	1,194
30-Final Design & Specification	1,536	0	0	0	0	0	0	0	1,536
40-ROW Acquisition & Permits	7,285	0	0	0	0	0	0	0	7,285
50-Construction	21,260	0	0	0	0	0	0	0	21,260
Total	33,147	0	0	0	0	0	0	0	33,147

<b>Budget Risk Assessment</b>	
Estimate Type:	Construction
Budget Risk Level:	Low

<b>Schedule Risk Assessment</b>	
Schedule Risk Level:	Low
2011 Budget Schedule:	2009
2012 Budget Schedule:	2009

### Project Risk Assessment

--

# Sounder Commuter Rail

**3x205**

**Mukilteo Station, North Platform**

Scope: Project is in service.

Changes since 2011 budget: Transferred \$50K in project savings to the Snohomish County program reserves.

<b>Capital Budget (in YOE dollars)</b>	
Phase Gate Passed:	7-Transition to Operations
Baseline:	\$9,810
2011 TIP:	\$9,531
2012 TIP:	\$9,481

<b>ST2 Project Cost Estimate (in 2011 dollars)</b>	
2008 Cost Estimate:	N/A
2011 Cost Estimate:	N/A
2012 Cost Estimate:	N/A

### TIP Cashflow (in thousands)

Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
1-Snohomish	9,481	0	0	0	0	0	0	0	9,481
Total	9,481	0	0	0	0	0	0	0	9,481

Phase	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
10-Agency Administration	597	0	0	0	0	0	0	0	597
20-Pre-Engineering/Env Review	620	0	0	0	0	0	0	0	620
30-Final Design & Specification	1,306	0	0	0	0	0	0	0	1,306
40-ROW Acquisition & Permits	353	0	0	0	0	0	0	0	353
50-Construction	6,605	0	0	0	0	0	0	0	6,605
Total	9,481	0	0	0	0	0	0	0	9,481

<b>Budget Risk Assessment</b>	
Estimate Type:	Construction
Budget Risk Level:	Low

<b>Schedule Risk Assessment</b>	
Schedule Risk Level:	Low
2011 Budget Schedule:	2008
2012 Budget Schedule:	2008

<b>Project Risk Assessment</b>	

## Sounder Commuter Rail

**3x206**

### Mukilteo Station, South Platform

Scope: The Mukilteo Station South Platform project includes the 2nd platform, stair & elevator towers for both platforms and the pedestrian bridge connecting them.

Changes since 2011 budget: None

Capital Budget (in YOE dollars)	
Phase Gate Passed:	4-Enter Final Design
Baseline:	-
2011 TIP:	\$11,131
2012 TIP:	\$11,131

ST2 Project Cost Estimate (in 2011 dollars)	
2008 Cost Estimate:	N/A
2011 Cost Estimate:	N/A
2012 Cost Estimate:	N/A

#### TIP Cashflow (in thousands)

Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
1-Snohomish	1,803	5,261	4,066	0	0	0	0	0	11,131
Total	1,803	5,261	4,066	0	0	0	0	0	11,131

Phase	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
10-Agency Administration	301	212	108	0	0	0	0	0	621
30-Final Design & Specification	1,422	341	250	0	0	0	0	0	2,013
35-Third Parties	0	247	120	0	0	0	0	0	367
40-ROW Acquisition & Permits	78	224	7	0	0	0	0	0	309
50-Construction	2	3,858	3,270	0	0	0	0	0	7,131
55-Construction Services	0	380	311	0	0	0	0	0	690
Total	1,803	5,261	4,066	0	0	0	0	0	11,131

Budget Risk Assessment	
Estimate Type:	Final Design
Budget Risk Level:	Low

Schedule Risk Assessment	
Schedule Risk Level:	Low
2011 Budget Schedule:	TBD
2012 Budget Schedule:	2013

#### Project Risk Assessment

While the transfer of property for this platform from the Air Force to the Port of Everett is being resolved Sound Transit has reached an agreement to lease the property from the Air Force and begin construction of the platform.

## Sounder Commuter Rail

**3x209**

### Edmonds Station

Scope: Project is in service.

Changes since 2011 budget: Transferred \$1.4M in savings to Snohomish County program reserve.

<b>Capital Budget (in YOE dollars)</b>	
Phase Gate Passed:	7-Transition to Operations
Baseline:	\$12,929
2011 TIP:	\$12,929
2012 TIP:	\$11,549

<b>ST2 Project Cost Estimate (in 2011 dollars)</b>	
2008 Cost Estimate:	\$24,364
2011 Cost Estimate:	N/A
2012 Cost Estimate:	N/A

#### TIP Cashflow (in thousands)

Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
1-Snohomish	10,756	793	0	0	0	0	0	0	11,549
Total	10,756	793	0	0	0	0	0	0	11,549

Phase	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
10-Agency Administration	882	87	0	0	0	0	0	0	968
20-Pre-Engineering/Env Review	703	0	0	0	0	0	0	0	703
30-Final Design & Specification	1,223	107	0	0	0	0	0	0	1,330
40-ROW Acquisition & Permits	2,705	18	0	0	0	0	0	0	2,723
50-Construction	5,244	581	0	0	0	0	0	0	5,825
Total	10,756	793	0	0	0	0	0	0	11,549

<b>Budget Risk Assessment</b>	
Estimate Type:	Construction
Budget Risk Level:	Medium

<b>Schedule Risk Assessment</b>	
Schedule Risk Level:	Medium
2011 Budget Schedule:	2011
2012 Budget Schedule:	2011

#### Project Risk Assessment

Upon future completion of track upgrades through Edmonds by BNSF, an additional west platform will be required; funding for the west platform is currently unavailable.

## Sounder Commuter Rail

**3x236**

### Tukwila Station

Scope: Sounder service to Tukwila is currently supported by a temporary station boarding area. Initial design of a permanent station presented conflicts with an adjacent city lead roadway improvement project and required costly relocation/protection of area utility systems. The Sound Transit Board requested that the permanent station be redesigned to reduce utility and facility conflicts. The project is presently being redesigned and considerable cost savings are anticipated.

Changes since 2011 budget: The alternate station configuration can be constructed for considerably less cost than the station configuration originally proposed. The cost savings will allow the transfer of \$3.2M in project savings to the South King County program reserve.

Capital Budget (in YOE dollars)	
Phase Gate Passed:	4-Enter Final Design
Baseline:	\$49,134
2011 TIP:	\$49,134
2012 TIP:	\$45,969

ST2 Project Cost Estimate (in 2011 dollars)	
2008 Cost Estimate:	\$37,867
2011 Cost Estimate:	\$34,341
2012 Cost Estimate:	\$34,341

#### TIP Cashflow (in thousands)

Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
3-South King	13,319	12,039	20,611	0	0	0	0	0	45,969
Total	13,319	12,039	20,611	0	0	0	0	0	45,969

Phase	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
10-Agency Administration	726	684	1,190	0	0	0	0	0	2,600
20-Pre-Engineering/Env Review	1,101	0	0	0	0	0	0	0	1,101
30-Final Design & Specification	2,908	1,288	304	0	0	0	0	0	4,499
40-ROW Acquisition & Permits	8,579	2,995	126	0	0	0	0	0	11,700
50-Construction	1	6,319	18,049	0	0	0	0	0	24,369
55-Construction Services	5	753	942	0	0	0	0	0	1,700
Total	13,319	12,039	20,611	0	0	0	0	0	45,969

Budget Risk Assessment	
Estimate Type:	Final Design
Budget Risk Level:	Low

Schedule Risk Assessment	
Schedule Risk Level:	Medium
2011 Budget Schedule:	2013
2012 Budget Schedule:	2013

#### Project Risk Assessment

Redesign effort currently underway; project to be rebaselined following completion of additional engineering.



# Sounder Commuter Rail

**3x251**

## South Tacoma Station

Scope: Project is in service. Limited construction activities to coincide with the construction of the D Street – M Street Track and Signal improvements.

Changes since 2011 budget: Transferred \$370K in savings to Pierce County program reserve.

### Capital Budget (in YOE dollars)

Phase Gate Passed:	7-Transition to Operations
Baseline:	\$17,115
2011 TIP:	\$16,098
2012 TIP:	\$15,728

### ST2 Project Cost Estimate (in 2011 dollars)

2008 Cost Estimate:	N/A
2011 Cost Estimate:	N/A
2012 Cost Estimate:	N/A

### TIP Cashflow (in thousands)

Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
5-Pierce	15,503	157	68	0	0	0	0	0	15,728
Total	15,503	157	68	0	0	0	0	0	15,728

Phase	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
10-Agency Administration	1,594	0	0	0	0	0	0	0	1,594
20-Pre-Engineering/Env Review	542	0	0	0	0	0	0	0	542
30-Final Design & Specification	1,238	0	0	0	0	0	0	0	1,238
40-ROW Acquisition & Permits	2,367	0	0	0	0	0	0	0	2,367
50-Construction	9,762	157	67	0	0	0	0	0	9,987
Total	15,503	157	68	0	0	0	0	0	15,728

### Budget Risk Assessment

Estimate Type:	Construction
Budget Risk Level:	Low

### Schedule Risk Assessment

Schedule Risk Level:	Low
2011 Budget Schedule:	2009
2012 Budget Schedule:	2009

### Project Risk Assessment

--

## Sounder Commuter Rail

**3x253**

### Lakewood Station

Scope: Project is in service. Limited construction activities to coincide with the construction of the D Street – M Street Track and Signal improvements.

Changes since 2011 budget: Transferred \$119K in savings to Pierce County program reserve.

Capital Budget (in YOE dollars)	
Phase Gate Passed:	7-Transition to Operations
Baseline:	\$32,920
2011 TIP:	\$29,316
2012 TIP:	\$29,197

ST2 Project Cost Estimate (in 2011 dollars)	
2008 Cost Estimate:	N/A
2011 Cost Estimate:	N/A
2012 Cost Estimate:	N/A

#### TIP Cashflow (in thousands)

Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
5-Pierce	29,185	11	0	0	0	0	0	0	29,197
Total	29,185	11	0	0	0	0	0	0	29,197

Phase	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
10-Agency Administration	2,357	3	0	0	0	0	0	0	2,360
20-Pre-Engineering/Env Review	1,347	0	0	0	0	0	0	0	1,347
30-Final Design & Specification	2,075	0	0	0	0	0	0	0	2,075
40-ROW Acquisition & Permits	4,395	0	0	0	0	0	0	0	4,395
50-Construction	19,011	8	0	0	0	0	0	0	19,019
Total	29,185	11	0	0	0	0	0	0	29,197

Budget Risk Assessment	
Estimate Type:	Construction
Budget Risk Level:	Low

Schedule Risk Assessment	
Schedule Risk Level:	Low
2011 Budget Schedule:	2008
2012 Budget Schedule:	2008

#### Project Risk Assessment

Project Risk Assessment

## Sounder Commuter Rail

**3x510**

### Sounder South Expanded Service

Scope: Sound Transit has executed an agreement with BNSF to purchase four additional commuter rail easements between Seattle and Lakewood. The agreement stipulates the payment schedule and corresponding dates for additional train trips. BNSF is responsible for track and signal improvements; Sound Transit maintains responsibility for environmental permitting and mitigation.

Changes since 2011 budget: Project lifetime budget increased by \$2.5M to address environmental permitting and mitigation costs.

Capital Budget (in YOE dollars)	
Phase Gate Passed:	4-Enter Final Design
Baseline:	-
2011 TIP:	\$191,431
2012 TIP:	\$193,968

ST2 Project Cost Estimate (in 2011 dollars)	
2008 Cost Estimate:	\$186,331
2011 Cost Estimate:	\$192,014
2012 Cost Estimate:	\$195,985

#### TIP Cashflow (in thousands)

Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
5-Pierce	85,909	101,749	6,310	0	0	0	0	0	193,968
Total	85,909	101,749	6,310	0	0	0	0	0	193,968

Phase	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
10-Agency Administration	615	2,563	2,472	0	0	0	0	0	5,650
20-Pre-Engineering/Env Review	164	26	372	0	0	0	0	0	563
30-Final Design & Specification	0	400	0	0	0	0	0	0	400
35-Third Parties	0	110	0	0	0	0	0	0	110
40-ROW Acquisition & Permits	85,130	98,600	3,465	0	0	0	0	0	187,196
90-Contingency	0	50	0	0	0	0	0	0	50
Total	85,909	101,749	6,310	0	0	0	0	0	193,968

Budget Risk Assessment	
Estimate Type:	PE/ED
Budget Risk Level:	Medium

Schedule Risk Assessment	
Schedule Risk Level:	Medium
2011 Budget Schedule:	2015
2012 Budget Schedule:	2015

#### Project Risk Assessment

Budget risks may be presented by environmental mitigation requirements. Additional environmental studies being performed to verify mitigation requirements and establish appropriate mitigation budget/schedule.

## Sounder Commuter Rail

**3X601**

### Sounder Program Reserve

Scope: Changes since 2011 budget: Snohomish County program reserves were increased by \$3.1M in savings from the Willow Creek Environmental Mitigation - \$202K; Permitting/Environmental Mitigation - \$1.5M; Everett Station - \$16K; Mukilteo Station, North Platform - \$50K; Edmonds Station - \$1.4M and decreased by \$1.2M draw for the Layover project, the remaining \$2M was defunded from the program. South King County program reserves increased by \$3.7M in savings from Seattle-Auburn Track and Signal project - \$516K and Tukwila Station - \$3.2M and decreased by \$2.2M draw for the Layover project, the remaining \$1.5M was defunded from the program. Pierce County program reserves increased by \$739K in project savings from South Tacoma Station - \$370K; Lakewood Station - \$119K; Auburn-Tacoma Track and Signal - \$249K, these funds and the \$1M in the Pierce County program reserve were used to help offset the increased budgets of several projects in Pierce County. The program reserve balance for all subareas is now zero.

Capital Budget (in YOE dollars)	
Phase Gate Passed:	N/A
Baseline:	-
2011 TIP:	\$1,000
2012 TIP:	\$0

ST2 Project Cost Estimate (in 2011 dollars)	
2008 Cost Estimate:	N/A
2011 Cost Estimate:	N/A
2012 Cost Estimate:	N/A

#### TIP Cashflow (in thousands)

Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
1-Snohomish	0	0	0	0	0	0	0	0	0
3-South King	0	0	0	0	0	0	0	0	0
5-Pierce	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Phase	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
90-Contingency	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Budget Risk Assessment
Estimate Type:
Budget Risk Level:

Schedule Risk Assessment
Schedule Risk Level:
2011 Budget Schedule:
2012 Budget Schedule:

#### Project Risk Assessment

--

## **Regional Express**

### **Capital Program Description**

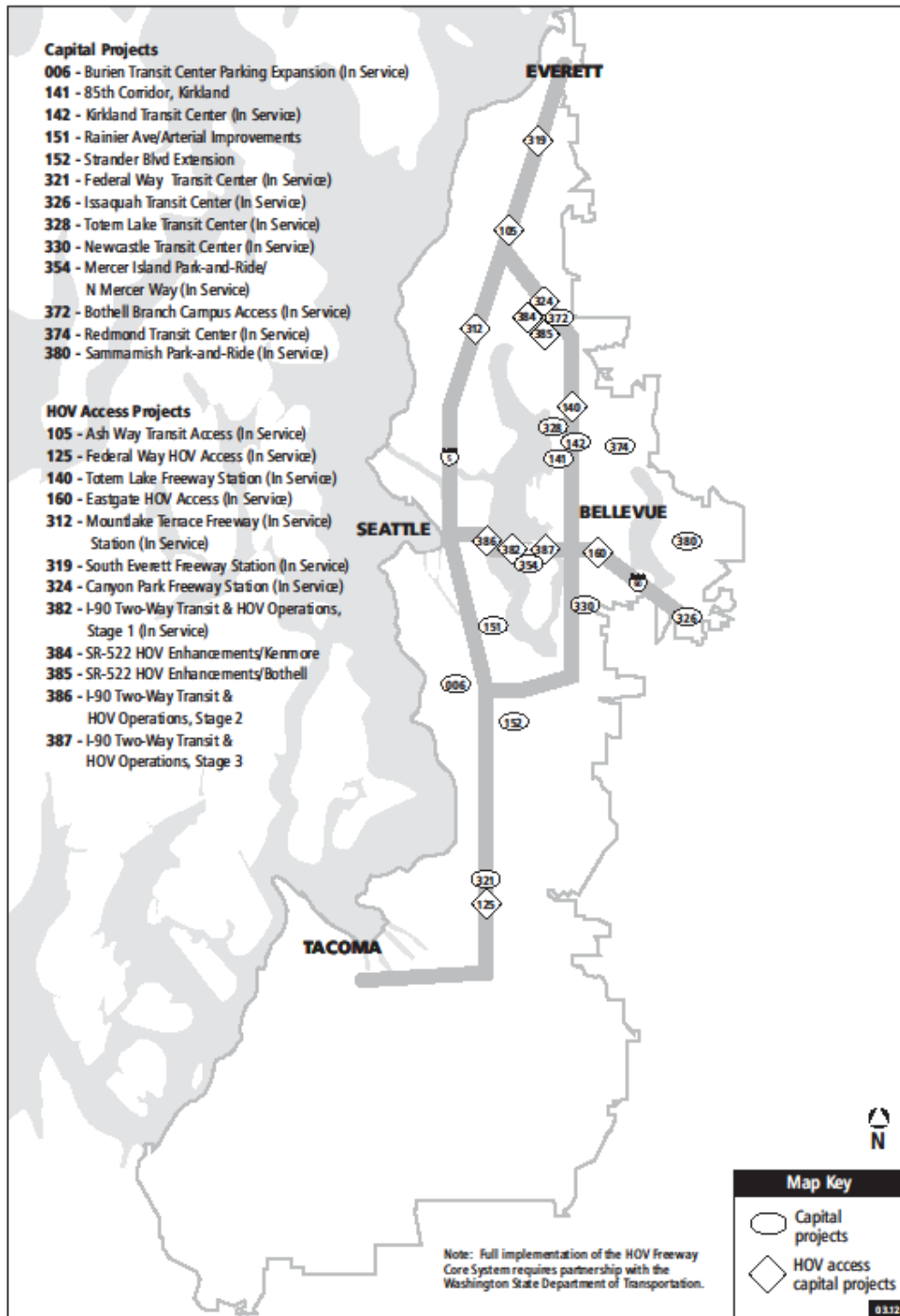
The Regional Express program consists of 45 capital projects including design and construction of direct-access ramps to the existing freeway High Occupancy Vehicle (HOV) system, park-and-ride lots, HOV improvements to arterials, transit centers, and freeway, in-line transit stations to support Sound Transit's ST Express regional bus system. Much of the Regional Express capital program is now complete.

The 2012 TIP includes funds to continue infrastructure development to support ST Express bus services, which began service in 1999 and now carries around 13.8 million passengers a year. Remaining program elements include Stages 2 and 3 of the I-90 Two-Way Transit and HOV Operations project, the ST Express Bus Base, and a number of other projects we support financially, which are led by third parties.

The 2012 TIP includes budgets for the final elements of the Regional Express program including:

- Complete construction of Stage 2 of the I-90 Two-Way Transit and HOV Operations project, which adds an HOV lane eastbound from Mercer Island to Bellevue.
- Design the I-90 Two-Way Transit and HOV Operations Stage 3, which will complete HOV lanes eastbound and westbound from Mercer Island to Seattle.
- Conduct environmental analysis and preliminary engineering for the ST Express Bus Base.
- Continue to contribute to bus infrastructure projects led by third parties in Redmond, Kirkland, and Bothell.

# REGIONAL EXPRESS CAPITAL PROJECTS



## Capital Plan

The TIP includes funds for Regional Express projects at various stages of completion, as shown in the table below.

Project	Description	Department	Project Phase
ST Express Bus Base	To evaluate and ultimately improve cost efficiencies in express bus operations and maintenance, we have authorized planning and preliminary design of additional maintenance and operations facilities.	PEPD	Preliminary Engineering
Mid-day Bus Storage	Upon the start of testing and revenue service for University Link, space presently used for mid-day bus storage at the Link Operations and Maintenance Facility (OMF) will be needed for Operations employee parking. Bus storage capacity that is planned for the ST Express Bus Base will not be completed at the time that University Link testing begins, Sound Transit is developing plans to accelerate construction of an alternative to the planned mid-day bus storage facility on property already owned by Sound Transit.	PEPD	Preliminary Engineering
I-90 Two-Way Transit and HOV Operations, Stage 3	This project provides two-way transit and HOV lanes eastbound and westbound on I-90 between 80 <sup>th</sup> Avenue SE on Mercer Island and Rainier Avenue/I-5 in Seattle. The project is currently in the design phase.	DECM	Final Design
Strander Boulevard Extension	Led by the city of Renton, this project extends Strander Boulevard to a 5-lane arterial between East Valley Highway and West Valley Highway.	DECM	Third Party

<b>Project</b>	<b>Description</b>	<b>Department</b>	<b>Project Phase</b>
Rainier Avenue Arterial Improvements	Led by the city of Renton, this project adds business and transit access lanes, sidewalks, and medians on Hardie Avenue between Rainier Avenue and Sunset Boulevard.	DECM	Third Party
85 <sup>th</sup> Corridor, Kirkland	Led by the city of Kirkland, this project includes street widening, traffic signals, sidewalk improvements, and bus shelters to enhance both connections to and reliability of transit.	DECM	Third Party
Burien Transit Center Parking Expansion	Sound Transit provided a financial contribution for the expansion of transit commuter parking for transit-oriented development at Burien Transit Center. The project was jointly led by the city of Burien and King County and is now in service.	PEPD	Third Party
SR522 HOV Enhancements/Bothell	Led by the city of Bothell, this project is currently under construction. It includes building a north transit bypass lane, south transit lane/right turn lane, signal improvements, an additional left turn lane, and sidewalks along SR522 near 96th Avenue in Bothell.	DECM	Third Party
I-90 Two-Way Transit and HOV Operations, Stage 2	This project is currently under construction and provides HOV and transit capacity on eastbound I-90 between 80 <sup>th</sup> Avenue SE on Mercer Island to Bellevue Way. Construction completion is anticipated in 2012.	DECM	Construction



### ***Project Closures***

The following projects are complete and are being closed out:

- Mountlake Terrace Freeway Station/236<sup>th</sup> SW
- Ash Way Transit Access/164<sup>th</sup> SW
- S Everett Freeway Station/112<sup>th</sup> SE
- Lynnwood Transit Center/46<sup>th</sup> Ave W
- Federal Way HOV Access/S 317th
- Kirkland Transit Center/3<sup>rd</sup>
- Eastgate HOV Access/142<sup>nd</sup> Ave SE
- Canyon Park Freeway Station/I-406
- Issaquah Transit Center/SR 900
- Totem Lake Transit Center/Evergreen Medical Center
- Newcastle Transit Improvements
- Mercer Island Park-and-Ride/N Mercer Way
- Bothell Branch Campus Access
- Redmond Transit Center/NE 83rd
- Sammamish Park-and-Ride/228<sup>th</sup> SE
- I-90 Two-Way Transit and HOV Operations, Stage 1
- Totem Lake Freeway Station/NE 128<sup>th</sup>
- SR522 HOV Enhancements/Kenmore

In addition, contractor claims associated with the Federal Way Transit Center/South 317th are under appeal. This project remains open.

### ***New Projects***

Mid-day Bus Storage: This is a new project in 2012 funded with \$777 thousand from the ST2 Express Bus Base project cost estimate maintained within the agency's long-term financial plan. This project replaces existing temporary bus storage at the Link OMF employee parking area. Currently 30 forty-five foot buses are stored mid-day at the OMF; these buses will need to be relocated from the employee parking area in 2014 prior to implementing testing on the U-Link light rail extension.

### ***Project Changes***

No Regional Express project changes are identified in the TIP, other than transfers of uncommitted funds to subarea reserves.

### ***Budget Changes***

None.

## ***Program Reserves***

### Transfers to Subarea Reserves

Savings from the following projects were transferred to their respective subarea reserves.

	<b>Amount of savings</b>
Ash Way Transit Access/164 <sup>th</sup> SW	\$56,254
Mountlake Terrace Freeway Station/236 <sup>th</sup> SW	\$2,965,686
<b>Total savings for Snohomish County:</b>	<b>\$3,021,940</b>
<hr/>	
Federal Way HOV Access/South 317 <sup>th</sup>	\$46,324
<b>Total savings for South King County:</b>	<b>\$ 46,324</b>
<hr/>	
Totem Lake Freeway Station/NE 128 <sup>th</sup>	\$384,031
Kirkland Transit Center/3 <sup>rd</sup>	\$2,340,518
Eastgate HOV Access/142 <sup>nd</sup> Ave SE	\$118,422
Canyon Park Freeway Station/I-406	\$405,233
Issaquah Transit Center/SR900	\$482,251
Totem Lake Transit Center/Evergreen Medical Center	\$1,434
Newcastle Transit Improvements	\$289,191
Mercer Island Park-and-Ride/N Mercer Way	\$123,015
Bothell Branch Campus Access	\$17,538
Redmond Transit Center/NE 83 <sup>rd</sup>	\$ 95,058
Sammamish Park-and-Ride/228 <sup>th</sup> SE	\$75,462
SR522 HOV Enhancements/Kenmore	\$ 3,276
SR522 HOV Enhancements/Bothell	\$ 62,428
<b>Total savings for East King County:</b>	<b>\$4,397,858</b>
<b>Total savings for all subareas:</b>	<b>\$7,466,123</b>

### Withdrawals From Regional Express Program Reserves

There were no withdrawals from Regional Express program reserves.

### Return of subarea reserve funds

With major elements of the Regional Express program now complete, reserve funds for the Snohomish County and South King County subareas no longer need to be retained. As a result, \$3 million was defunded from the Snohomish County subarea, and \$46 thousand was defunded from the South King County subarea. Funds transferred to the East King County program reserve are designated for future allocation to the I-90 Two-Way Transit and HOV Operations Stage 3 project.

## Schedule Changes

### Old Completion Date/New Completion Date

Project	2010	2011	2012	2013	2014	2015
005 ST Express Bus Base				4Q	4Q	
141 85 <sup>th</sup> Corridor, Kirkland			4Q	3Q		
142 Kirkland Transit Center/3 <sup>rd</sup>	4Q	1Q				
151 Rainier Avenue Arterial Improvements			4Q		4Q	
152 Strander Boulevard Extension				3Q	4Q	
385 SR522 HOV Enhancements/Bothell		4Q	1Q			

Note: Completion dates reflect when construction is expected to be substantially complete and the facility opened for service. (Project #005 – PE will be completed 4Q 2014.) These dates do not include the project closeout effort, which can extend 12-18 months beyond construction completion as liens are released, final invoices are processed, claims are negotiated and settled, and remaining funds returned to program reserves.

## Baseline

No Regional Express projects received their baseline budgets in 2011.

## Scope, Schedule, and Budget Risks

Project	Budget Risk	Schedule Risk	Comments
Federal Way Transit Center/ S 317 <sup>th</sup>	Low	Low	All of the contractor claims for additional compensation were dismissed on summary judgment. Litigation is ongoing with Sound Transit's counter claim, but poses no budget risk.
I-90 Two-Way Transit & HOV Opr, Stage 2	Low	Low	This project is under construction and will be completed in 2012.
I-90 Two-Way Transit & HOV Opr, Stage 3	High	High	Scope remains to be finalized. This project must be completed prior to construction of East Link.
ST Express Bus Base	Medium	Medium	Budget and schedule risks are due to uncertainties in design, environmental, third party and jurisdictional requirements.

The following projects have capped funding agreements in place to manage budget risks. However, the projects are still at risk for schedule delays through the actions of the third-party project leads.

<b>Capped Contribution Projects</b>	<b>Scheduled Completion</b>	<b>Capped Amount</b>	<b>Schedule Risk</b>	<b>Comments</b>
85 <sup>th</sup> Corridor, Kirkland	3Q 2013	\$ 3.7M	Medium	A redesign extended the schedule for construction. The city of Kirkland leads the project. Our contribution remains capped.
Rainier Avenue Arterial Improvements	4Q 2014	\$14.9M	Low	The project is slated to begin construction in 2012. Our contribution is capped.
Strander Boulevard Extension	4Q 2012	\$ 4.0M	Low	The project is slated to begin construction in 2012. Our contribution is capped.

# Regional Express

## 2012 TIP Cashflow by Budget Approval

(in thousands)

	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
<b>Preliminary Engineering</b>									
005	ST Express Bus Base	755	1,875	92	0	0	0	0	5,469
020	ST Express Mid-Day Bus Storage	0	414	0	0	0	0	0	777
387	I-90 Two-Way Transit & HOV Opr. Stage 3	1,843	7,721	5,710	37,113	0	0	0	64,222
	<b>Subtotal:</b>	<b>2,598</b>	<b>10,009</b>	<b>5,802</b>	<b>37,113</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>70,468</b>
<b>Baseline</b>									
141	85th Corridor, Kirkland	2,564	1,126	2,072	0	0	0	0	6,015
151	Rainier Avenue Arterial Improvements	9,915	2,015	1,054	0	0	0	0	15,717
152	Strander Boulevard Extension	1,005	3,199	0	0	0	0	0	4,219
385	SR522 HOV Enhancements/Bothell	8,238	301	0	0	0	0	0	8,538
386	I-90 Two-Way Transit & HOV Opr. Stage 2	19,342	3,530	8,266	0	0	0	0	31,683
	<b>Subtotal:</b>	<b>41,064</b>	<b>10,171</b>	<b>9,572</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>66,173</b>
<b>In Service</b>									
006	Burien Transit Center Parking Expansion	14,732	443	0	0	0	0	0	15,175
105	Ash Way Transit Access/164th SW	18,620	179	0	0	0	0	0	18,937
111	Lynnwood HOV Access/46th Ave W	25,677	0	0	0	0	0	0	25,677
125	Federal Way HOV Access/S 317th	28,747	31	0	0	0	0	0	28,779
140	Totem Lake Freeway Station/NE 128th	73,044	244	0	0	0	0	0	73,596
142	Kirkland Transit Center/3rd	9,530	1,076	0	0	0	0	0	10,959
144	Redmond Way, Redmond	1,979	0	0	0	0	0	0	1,979
145	Bellevue HOV Access	70,896	0	0	0	0	0	0	70,896
160	Eastgate HOV Access/142nd Ave SE	29,574	0	0	0	0	0	0	29,574
165	I-90 @ Sunset Interchange	9,185	0	0	0	0	0	0	9,185
166	SR900 Park-And-Ride Arterial Improvements	7,117	0	0	0	0	0	0	7,117
311	Lynnwood Transit Ctr/46th Ave W	30,085	0	0	0	0	0	0	30,085
312	Mountlake Terrace Freeway Station/236th SW	27,933	141	1,258	0	0	0	0	32,417
316	N Everett Transit Center/Everett Comm College	1,641	0	0	0	0	0	0	1,641
319	S Everett Freeway Station/112th SE	28,185	116	0	0	0	0	0	28,487
321	Federal Way Transit Center/S 317th	37,895	1,559	0	0	0	0	0	39,455
322	Bellevue Transit Center/NE 6th	15,453	0	0	0	0	0	0	15,453
323	Bellevue Rider Services Bldg	12,484	49	0	0	0	0	0	12,533
326	Issaquah Transit Center/SR900	28,925	5	0	0	0	0	0	29,000
328	Totem Lake Transit Center/Evergreen Med Ctr	6,259	9	0	0	0	0	0	6,267

# Regional Express

## 2012 TIP Cashflow by Budget Approval

(in thousands)

	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
330	Newcastle Transit Improvements	4,127	0	0	0	0	0	0	4,139
332	Overlake Transit Center/NE 40th	10,939	0	0	0	0	0	0	10,939
340	Ash Way Park-And-Ride	1,114	0	0	0	0	0	0	1,114
345	Lynnwood SR99 Transit Lanes	2,546	0	0	0	0	0	0	2,546
350	Redondo Heights Park-And-Ride/SR99	2,483	0	0	0	0	0	0	2,483
354	Mercer Island Park-And-Ride/N Mercer Way	13,995	1	0	0	0	0	0	13,996
355	Issaquah Highlands Park-And-Ride/Highland Dr	7,181	0	0	0	0	0	0	7,181
356	Tacoma Dome Station	10,805	0	0	0	0	0	0	10,805
358	South Hill Park-And-Ride/94th Ave E	5,625	0	0	0	0	0	0	5,625
360	Dupont Station/Wilmington Dr	4,314	0	0	0	0	0	0	4,314
370	Pacific Avenue Overpass	16,222	0	0	0	0	0	0	16,222
372	Bothell Branch Campus Access	2,160	0	0	0	0	0	0	2,160
374	Redmond Transit Center/NE 83rd	6,557	0	0	0	0	0	0	6,557
376	Woodinville Arterial HOV/SR202/SR522	1,410	0	0	0	0	0	0	1,410
378	Yarrow Point Stop Improvements	108	0	0	0	0	0	0	108
380	Sammamish Park-And-Ride/228th SE	6,967	0	0	0	0	0	0	6,967
382	I-90 Two-Way Transit & HOV Opr, Stage 1	23,308	90	179	1,263	0	0	0	24,840
384	SR522 HOV Enhancements/Kenmore	8,770	0	0	0	0	0	0	8,770
	<b>Subtotal:</b>	<b>606,591</b>	<b>4,319</b>	<b>2,521</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>617,386</b>
	<b>Closed</b>								
131	Star Lake Freeway Station/S 272nd	3,094	0	0	0	0	0	0	3,094
135	I-405 @ Southcenter	55	0	0	0	0	0	0	55
150	Renton HOV Access/N 8th	4,505	0	0	0	0	0	0	4,505
314	S Everett Transit Center	31	0	0	0	0	0	0	31
342	Swamp Creek Park-And-Ride	303	0	0	0	0	0	0	303
346	E Everett Park-And-Ride	86	0	0	0	0	0	0	86
352	Other Park-And-Ride Expansion	10	0	0	0	0	0	0	10
395	Funds For Other Projects	31	0	0	0	0	0	0	31
	<b>Subtotal:</b>	<b>8,115</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8,115</b>
	<b>Reserve</b>								
999	Regional Express Program Reserve	0	0	15,199	0	0	0	0	15,199
	<b>Subtotal:</b>	<b>0</b>	<b>0</b>	<b>15,199</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15,199</b>
	<b>Grand Total:</b>	<b>658,368</b>	<b>24,136</b>	<b>33,095</b>	<b>37,113</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>777,342</b>

# Regional Express

## 2012 TIP Cashflow by Subarea

(in thousands)

Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
1- Snohomish	152,607	772	3,902	1,274	0	0	0	0	158,555
3- South King	87,104	2,251	319	11	0	0	0	0	89,685
4- East King	397,730	20,249	19,387	31,788	37,113	0	0	0	506,267
5- Pierce	20,927	863	1,023	22	0	0	0	0	22,835
<b>Total</b>	<b>658,368</b>	<b>24,136</b>	<b>24,631</b>	<b>33,095</b>	<b>37,113</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>777,342</b>

## 2012 TIP Cashflow by Phase

(in thousands)

Phase# and Description	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
10 Agency Administration	36,665	2,498	2,319	2,051	1,040	0	0	0	44,574
20 Pre-Engineering/Env Review	51,561	1,967	2,460	13	0	0	0	0	56,001
30 Final Design & Specification	49,987	7,239	11,290	4,960	0	0	0	0	73,476
35 Third Parties	14,730	3	0	0	0	0	0	0	14,733
40 ROW Acquisition & Permits	52,098	187	646	27	0	0	0	0	52,957
50 Construction	453,327	12,050	7,858	7,836	0	0	0	0	481,071
55 Construction Services	0	0	0	0	0	0	0	0	0
70 Vehicles	0	0	0	0	0	0	0	0	0
90 Contingency	0	192	58	18,207	36,072	0	0	0	54,530
<b>Total</b>	<b>658,368</b>	<b>24,136</b>	<b>24,631</b>	<b>33,095</b>	<b>37,113</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>777,342</b>

## Regional Express

**500005**

### ST Express Bus Base

Scope: To evaluate and ultimately improve ST Express Bus operational and maintenance cost efficiencies, the Agency has authorized planning and preliminary design of maintenance and operations capacity. Budget has been approved for project development through preliminary engineering (30% design) and environmental determination.

Changes since 2011 budget: None

Capital Budget (in YOE dollars)	
Phase Gate Passed:	1-Enter Project Development
Baseline:	-
2011 TIP:	\$5,469
2012 TIP:	\$5,469

ST2 Project Cost Estimate (in 2011 dollars)	
2008 Cost Estimate:	\$174,517
2011 Cost Estimate:	\$169,653
2012 Cost Estimate:	\$168,901

#### TIP Cashflow (in thousands)

Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
1-Snohomish	135	336	492	16	0	0	0	0	979
3-South King	88	217	319	11	0	0	0	0	634
4-East King	351	872	1,278	43	0	0	0	0	2,543
5-Pierce	181	450	660	22	0	0	0	0	1,313
Total	755	1,875	2,748	92	0	0	0	0	5,469

Phase	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
10-Agency Administration	144	116	193	52	0	0	0	0	505
20-Pre-Engineering/Env Review	610	1,681	2,459	13	0	0	0	0	4,763
40-ROW Acquisition & Permits	1	77	96	27	0	0	0	0	201
Total	755	1,875	2,748	92	0	0	0	0	5,469

Budget Risk Assessment	
Estimate Type:	Planning
Budget Risk Level:	Medium

Schedule Risk Assessment	
Schedule Risk Level:	Medium
2011 Budget Schedule:	2013
2012 Budget Schedule:	2014

#### Project Risk Assessment

Uncertainties exist in siting, design, environmental, third party and jurisdictional requirements that present budget and schedule risks. The schedule for completing preliminary design has been extended to 2014 as a result of later than anticipated contractor notice to proceed.



## Regional Express

**500006**

### Burien Transit Center Parking Expansion

Scope: Project is complete.

Changes since 2011 budget: None

Capital Budget (in YOE dollars)	
Phase Gate Passed:	5-Establish Baseline
Baseline:	-
2011 TIP:	\$15,175
2012 TIP:	\$15,175

ST2 Project Cost Estimate (in 2011 dollars)	
2008 Cost Estimate:	\$15,094
2011 Cost Estimate:	\$15,094
2012 Cost Estimate:	\$15,094

#### TIP Cashflow (in thousands)

Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
3-South King	14,732	443	0	0	0	0	0	0	15,175
Total	14,732	443	0	0	0	0	0	0	15,175

Phase	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
10-Agency Administration	2	440	0	0	0	0	0	0	442
35-Third Parties	14,730	3	0	0	0	0	0	0	14,733
Total	14,732	443	0	0	0	0	0	0	15,175

Budget Risk Assessment	
Estimate Type:	Fixed Contribution
Budget Risk Level:	Low

Schedule Risk Assessment	
Schedule Risk Level:	Low
2011 Budget Schedule:	2011
2012 Budget Schedule:	2011

#### Project Risk Assessment

Project Risk Assessment
-------------------------

## Regional Express

**500020**

### ST Express Mid-Day Bus Storage

Scope: The ST Express Midday Bus Storage Project will replace existing temporary bus storage at the Link Operations Maintenance Facility (OMF) employee parking area. Currently 30 forty-five foot buses are stored in the midday, between approximately 9 am and 3 pm at the Link OMF. The buses will need to be relocated from the employee parking area in 2014 prior to implementing testing on the U-Link light rail extension.

Changes since 2011 budget: This is a new project with the scope being split out of the Regional Express Bus Base (500005) project. Funding is from the bus base project cost estimate which has been reduced.

Capital Budget (in YOE dollars)	
Phase Gate Passed:	4-Enter Final Design
Baseline:	-
2011 TIP:	\$0
2012 TIP:	\$777

ST2 Project Cost Estimate (in 2011 dollars)	
2008 Cost Estimate:	N/A
2011 Cost Estimate:	N/A
2012 Cost Estimate:	\$753

#### TIP Cashflow (in thousands)

Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
5-Pierce	0	414	364	0	0	0	0	0	777
Total	0	414	364	0	0	0	0	0	777

Phase	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
10-Agency Administration	0	49	49	0	0	0	0	0	97
20-Pre-Engineering/Env Review	0	240	0	0	0	0	0	0	240
30-Final Design & Specification	0	100	290	0	0	0	0	0	390
40-ROW Acquisition & Permits	0	25	25	0	0	0	0	0	50
Total	0	414	364	0	0	0	0	0	777

Budget Risk Assessment	
Estimate Type:	Planning
Budget Risk Level:	Low

Schedule Risk Assessment	
Schedule Risk Level:	Low
2011 Budget Schedule:	NA
2012 Budget Schedule:	2014

#### Project Risk Assessment

Project Risk Assessment
-------------------------

## Regional Express

**5x105**

### Ash Way Transit Access/164th SW

Scope: Project is in service. Wetland mitigation maintenance extends through 2012.

Changes since 2011 budget: Transferred \$56K in project savings to Snohomish County program reserve.

Capital Budget (in YOE dollars)	
Phase Gate Passed:	7-Transition to Operations
Baseline:	\$18,428
2011 TIP:	\$18,993
2012 TIP:	\$18,937

ST2 Project Cost Estimate (in 2011 dollars)	
2008 Cost Estimate:	N/A
2011 Cost Estimate:	N/A
2012 Cost Estimate:	N/A

#### TIP Cashflow (in thousands)

Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
1-Snohomish	18,620	179	139	0	0	0	0	0	18,937
Total	18,620	179	139	0	0	0	0	0	18,937

Phase	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
10-Agency Administration	796	151	130	0	0	0	0	0	1,077
20-Pre-Engineering/Env Review	1,144	0	0	0	0	0	0	0	1,144
30-Final Design & Specification	1,639	0	0	0	0	0	0	0	1,639
50-Construction	15,041	28	9	0	0	0	0	0	15,078
Total	18,620	179	139	0	0	0	0	0	18,937

Budget Risk Assessment	
Estimate Type:	Construction
Budget Risk Level:	Low

Schedule Risk Assessment	
Schedule Risk Level:	Low
2011 Budget Schedule:	2005
2012 Budget Schedule:	2005

#### Project Risk Assessment

Project Risk Assessment
-------------------------

## Regional Express

**5x125**

**Federal Way HOV Access/S 317th**

Scope: Project is in service.

Changes since 2011 budget: Transferred \$46K in project savings to the South King County program reserves.

<b>Capital Budget (in YOE dollars)</b>	
Phase Gate Passed:	7-Transition to Operations
Baseline:	\$32,618
2011 TIP:	\$28,825
2012 TIP:	\$28,779

<b>ST2 Project Cost Estimate (in 2011 dollars)</b>	
2008 Cost Estimate:	N/A
2011 Cost Estimate:	N/A
2012 Cost Estimate:	N/A

### TIP Cashflow (in thousands)

Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
3-South King	28,747	31	0	0	0	0	0	0	28,779
Total	28,747	31	0	0	0	0	0	0	28,779

Phase	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
10-Agency Administration	1,645	0	0	0	0	0	0	0	1,645
20-Pre-Engineering/Env Review	2,396	0	0	0	0	0	0	0	2,396
30-Final Design & Specification	1,833	0	0	0	0	0	0	0	1,833
40-ROW Acquisition & Permits	1,424	0	0	0	0	0	0	0	1,424
50-Construction	21,449	31	0	0	0	0	0	0	21,480
Total	28,747	31	0	0	0	0	0	0	28,779

<b>Budget Risk Assessment</b>	
Estimate Type:	Construction
Budget Risk Level:	Low

<b>Schedule Risk Assessment</b>	
Schedule Risk Level:	Low
2011 Budget Schedule:	2006
2012 Budget Schedule:	2006

### Project Risk Assessment

--

## Regional Express

**5x140**

**Totem Lake Freeway Station/NE 128th**

Scope: Project is in service. Plant establishment and mitigation monitoring will continue through 2012.

Changes since 2011 budget: Transferred \$384K in project savings to the East King County program reserve.

<b>Capital Budget (in YOE dollars)</b>	
Phase Gate Passed:	7-Transition to Operations
Baseline:	\$85,875
2011 TIP:	\$73,980
2012 TIP:	\$73,596

<b>ST2 Project Cost Estimate (in 2011 dollars)</b>	
2008 Cost Estimate:	N/A
2011 Cost Estimate:	N/A
2012 Cost Estimate:	N/A

### TIP Cashflow (in thousands)

Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
4-East King	73,044	244	307	0	0	0	0	0	73,596
Total	73,044	244	307	0	0	0	0	0	73,596

Phase	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
10-Agency Administration	4,342	6	11	0	0	0	0	0	4,359
20-Pre-Engineering/Env Review	6,283	0	0	0	0	0	0	0	6,283
30-Final Design & Specification	4,565	0	0	0	0	0	0	0	4,565
40-ROW Acquisition & Permits	1,849	0	0	0	0	0	0	0	1,849
50-Construction	56,005	185	249	0	0	0	0	0	56,439
90-Contingency	0	53	47	0	0	0	0	0	100
Total	73,044	244	307	0	0	0	0	0	73,596

<b>Budget Risk Assessment</b>	
Estimate Type:	Construction
Budget Risk Level:	Low

<b>Schedule Risk Assessment</b>	
Schedule Risk Level:	Low
2011 Budget Schedule:	2007
2012 Budget Schedule:	2007

### Project Risk Assessment

<p><b>Project Risk Assessment</b></p>
---------------------------------------

## Regional Express

**5x141**

**85th Corridor, Kirkland**

Scope: The project includes street widening, traffic signals, sidewalk improvements, and bus shelters at various intersections in Kirkland to enhance reliability and connections to transit. This project is being lead by the city of Kirkland for all phases; funding of transit elements by Sound Transit is capped.

Changes since 2011 budget: None

<b>Capital Budget (in YOE dollars)</b>	
Phase Gate Passed:	5-Establish Baseline
Baseline:	\$6,015
2011 TIP:	\$6,015
2012 TIP:	\$6,015

<b>ST2 Project Cost Estimate (in 2011 dollars)</b>	
2008 Cost Estimate:	N/A
2011 Cost Estimate:	N/A
2012 Cost Estimate:	N/A

### TIP Cashflow (in thousands)

Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
4-East King	2,564	1,126	2,072	253	0	0	0	0	6,015
Total	2,564	1,126	2,072	253	0	0	0	0	6,015

Phase	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
10-Agency Administration	427	63	142	14	0	0	0	0	646
20-Pre-Engineering/Env Review	1,124	0	0	0	0	0	0	0	1,124
30-Final Design & Specification	554	0	0	0	0	0	0	0	554
40-ROW Acquisition & Permits	441	0	435	0	0	0	0	0	876
50-Construction	17	1,063	1,495	0	0	0	0	0	2,575
90-Contingency	0	0	0	239	0	0	0	0	239
Total	2,564	1,126	2,072	253	0	0	0	0	6,015

<b>Budget Risk Assessment</b>	
Estimate Type:	Fixed Contribution
Budget Risk Level:	Low

<b>Schedule Risk Assessment</b>	
Schedule Risk Level:	Medium
2011 Budget Schedule:	2012
2012 Budget Schedule:	2013

### Project Risk Assessment

Project is being led by City of Kirkland and addressing design challenges has taken priority over adherence to schedule. The project has experienced additional delays and is now scheduled for completion in 2013.

## Regional Express

**5x142**

**Kirkland Transit Center/3rd**

Scope: Project is in service.

Change since 2011 budget: Transferred \$2.3M in project savings to the East King County program reserve.

<b>Capital Budget (in YOE dollars)</b>	
Phase Gate Passed:	7-Transition to Operations
Baseline:	\$13,300
2011 TIP:	\$13,300
2012 TIP:	\$10,959

<b>ST2 Project Cost Estimate (in 2011 dollars)</b>	
2008 Cost Estimate:	N/A
2011 Cost Estimate:	N/A
2012 Cost Estimate:	N/A

### TIP Cashflow (in thousands)

Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
4-East King	9,530	1,076	353	0	0	0	0	0	10,959
Total	9,530	1,076	353	0	0	0	0	0	10,959

Phase	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
10-Agency Administration	865	53	21	0	0	0	0	0	938
20-Pre-Engineering/Env Review	1,154	0	0	0	0	0	0	0	1,154
30-Final Design & Specification	1,574	0	0	0	0	0	0	0	1,575
40-ROW Acquisition & Permits	187	0	0	0	0	0	0	0	187
50-Construction	5,750	884	321	0	0	0	0	0	6,955
90-Contingency	0	139	11	0	0	0	0	0	150
Total	9,530	1,076	353	0	0	0	0	0	10,959

<b>Budget Risk Assessment</b>	
Estimate Type:	Construction
Budget Risk Level:	Low

<b>Schedule Risk Assessment</b>	
Schedule Risk Level:	Low
2011 Budget Schedule:	2010
2012 Budget Schedule:	2011

### Project Risk Assessment

Project Risk Assessment
-------------------------

## Regional Express

**5x151**

### Rainier Avenue Arterial Improvements

Scope: This project is being lead by the city of Renton and will add Business and Transit Access (BAT) Lanes, sidewalk, and medians on Hardie Avenue between Rainier Avenue and Sunset Boulevard. Sound Transit's contribution to the project is capped at \$14.9M.

Changes since 2011 budget: None

Capital Budget (in YOE dollars)	
Phase Gate Passed:	5-Establish Baseline
Baseline:	\$15,675
2011 TIP:	\$15,717
2012 TIP:	\$15,717

ST2 Project Cost Estimate (in 2011 dollars)	
2008 Cost Estimate:	N/A
2011 Cost Estimate:	N/A
2012 Cost Estimate:	N/A

#### TIP Cashflow (in thousands)

Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
4-East King	9,915	2,015	2,734	1,054	0	0	0	0	15,717
Total	9,915	2,015	2,734	1,054	0	0	0	0	15,717

Phase	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
10-Agency Administration	415	99	251	52	0	0	0	0	817
20-Pre-Engineering/Env Review	2,499	0	1	0	0	0	0	0	2,500
30-Final Design & Specification	1,700	0	0	0	0	0	0	0	1,700
40-ROW Acquisition & Permits	2,800	0	0	0	0	0	0	0	2,800
50-Construction	2,500	1,916	2,482	1,002	0	0	0	0	7,900
Total	9,915	2,015	2,734	1,054	0	0	0	0	15,717

Budget Risk Assessment	
Estimate Type:	Fixed Contribution
Budget Risk Level:	Low

Schedule Risk Assessment	
Schedule Risk Level:	Low
2011 Budget Schedule:	2012
2012 Budget Schedule:	2014

#### Project Risk Assessment

The schedule for completion has been extended to 2014.



## Regional Express

**5x152**

### Strander Boulevard Extension

Scope: The project is being lead by the city of Renton and extends Strander Boulevard to a five-lane arterial between the East Valley Highway and the West Valley Highway. Sound Transit's contribution to the project is capped at \$4M.

Changes since 2011 budget: None

Capital Budget (in YOE dollars)	
Phase Gate Passed:	5-Establish Baseline
Baseline:	\$4,208
2011 TIP:	\$4,219
2012 TIP:	\$4,219

ST2 Project Cost Estimate (in 2011 dollars)	
2008 Cost Estimate:	N/A
2011 Cost Estimate:	N/A
2012 Cost Estimate:	N/A

#### TIP Cashflow (in thousands)

Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
4-East King	1,005	3,199	15	0	0	0	0	0	4,219
Total	1,005	3,199	15	0	0	0	0	0	4,219

Phase	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
10-Agency Administration	5	199	15	0	0	0	0	0	219
30-Final Design & Specification	1,000	0	0	0	0	0	0	0	1,000
50-Construction	0	3,000	0	0	0	0	0	0	3,000
Total	1,005	3,199	15	0	0	0	0	0	4,219

Budget Risk Assessment	
Estimate Type:	Fixed Contribution
Budget Risk Level:	Low

Schedule Risk Assessment	
Schedule Risk Level:	Low
2011 Budget Schedule:	2014
2012 Budget Schedule:	2013

#### Project Risk Assessment

Project Risk Assessment
-------------------------

## Regional Express

**5x160**

**Eastgate HOV Access/142nd Ave SE**

Scope: Project is in service.

Changes since 2011 budget: Transferred \$118K in project savings to the East King County program reserve.

<b>Capital Budget (in YOY dollars)</b>	
Phase Gate Passed:	7-Transition to Operations
Baseline:	\$38,908
2011 TIP:	\$29,692
2012 TIP:	\$29,574

<b>ST2 Project Cost Estimate (in 2011 dollars)</b>	
2008 Cost Estimate:	N/A
2011 Cost Estimate:	N/A
2012 Cost Estimate:	N/A

### TIP Cashflow (in thousands)

Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
4-East King	29,574	0	0	0	0	0	0	0	29,574
Total	29,574	0	0	0	0	0	0	0	29,574

Phase	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
10-Agency Administration	1,644	0	0	0	0	0	0	0	1,644
20-Pre-Engineering/Env Review	2,096	0	0	0	0	0	0	0	2,096
30-Final Design & Specification	2,272	0	0	0	0	0	0	0	2,272
40-ROW Acquisition & Permits	49	0	0	0	0	0	0	0	49
50-Construction	23,512	0	0	0	0	0	0	0	23,512
Total	29,574	0	0	0	0	0	0	0	29,574

<b>Budget Risk Assessment</b>	
Estimate Type:	Construction
Budget Risk Level:	Low

<b>Schedule Risk Assessment</b>	
Schedule Risk Level:	Low
2011 Budget Schedule:	2006
2012 Budget Schedule:	2006

### Project Risk Assessment

<p><b>Project Risk Assessment</b></p>
---------------------------------------

## Regional Express

**5x312**

**Mountlake Terrace Freeway Station/236th SW**

Scope: Project is in service.

Changes since 2011 budget: Transferred \$3M in project savings to the Snohomish County program reserve.

<b>Capital Budget (in YOE dollars)</b>	
Phase Gate Passed:	7-Transition to Operations
Baseline:	\$40,869
2011 TIP:	\$35,383
2012 TIP:	\$32,417

<b>ST2 Project Cost Estimate (in 2011 dollars)</b>	
2008 Cost Estimate:	N/A
2011 Cost Estimate:	N/A
2012 Cost Estimate:	N/A

### TIP Cashflow (in thousands)

Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
1-Snohomish	27,933	141	3,085	1,258	0	0	0	0	32,417
Total	27,933	141	3,085	1,258	0	0	0	0	32,417

Phase	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
10-Agency Administration	1,445	11	212	96	0	0	0	0	1,764
20-Pre-Engineering/Env Review	2,408	0	0	0	0	0	0	0	2,408
30-Final Design & Specification	3,275	0	0	0	0	0	0	0	3,275
40-ROW Acquisition & Permits	39	0	5	0	0	0	0	0	44
50-Construction	20,765	130	2,868	1,162	0	0	0	0	24,926
Total	27,933	141	3,085	1,258	0	0	0	0	32,417

<b>Budget Risk Assessment</b>	
Estimate Type:	Construction
Budget Risk Level:	Low

<b>Schedule Risk Assessment</b>	
Schedule Risk Level:	Low
2011 Budget Schedule:	2011
2012 Budget Schedule:	2011

### Project Risk Assessment

--	--

## Regional Express

**5x319**

**S Everett Freeway Station/112th SE**

Scope: Project is in service. Mitigation monitoring is scheduled to be completed in 2013.

Changes since 2011 budget: None

<b>Capital Budget (in YOE dollars)</b>	
Phase Gate Passed:	7-Transition to Operations
Baseline:	\$31,209
2011 TIP:	\$28,487
2012 TIP:	\$28,487

<b>ST2 Project Cost Estimate (in 2011 dollars)</b>	
2008 Cost Estimate:	N/A
2011 Cost Estimate:	N/A
2012 Cost Estimate:	N/A

### TIP Cashflow (in thousands)

Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
1-Snohomish	28,185	116	186	0	0	0	0	0	28,487
Total	28,185	116	186	0	0	0	0	0	28,487

Phase	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
10-Agency Administration	1,876	6	13	0	0	0	0	0	1,895
20-Pre-Engineering/Env Review	2,863	0	0	0	0	0	0	0	2,863
30-Final Design & Specification	2,328	0	0	0	0	0	0	0	2,328
40-ROW Acquisition & Permits	28	0	0	0	0	0	0	0	28
50-Construction	21,090	110	173	0	0	0	0	0	21,373
Total	28,185	116	186	0	0	0	0	0	28,487

<b>Budget Risk Assessment</b>	
Estimate Type:	Construction
Budget Risk Level:	Low

<b>Schedule Risk Assessment</b>	
Schedule Risk Level:	Low
2011 Budget Schedule:	2008
2012 Budget Schedule:	2008

### Project Risk Assessment

--

## Regional Express

**5x321**

**Federal Way Transit Center/S 317th**

Scope: Project is in service. Mitigation monitoring is scheduled to be completed in 2012.

Changes since 2011 budget: None

<b>Capital Budget (in YOE dollars)</b>	
Phase Gate Passed:	7-Transition to Operations
Baseline:	\$39,455
2011 TIP:	\$39,455
2012 TIP:	\$39,455

<b>ST2 Project Cost Estimate (in 2011 dollars)</b>	
2008 Cost Estimate:	N/A
2011 Cost Estimate:	N/A
2012 Cost Estimate:	N/A

### TIP Cashflow (in thousands)

Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
3-South King	37,895	1,559	0	0	0	0	0	0	39,455
Total	37,895	1,559	0	0	0	0	0	0	39,455

Phase	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
10-Agency Administration	2,371	54	0	0	0	0	0	0	2,426
20-Pre-Engineering/Env Review	1,553	0	0	0	0	0	0	0	1,553
30-Final Design & Specification	1,701	99	0	0	0	0	0	0	1,800
40-ROW Acquisition & Permits	6,541	0	0	0	0	0	0	0	6,541
50-Construction	25,729	1,406	0	0	0	0	0	0	27,135
Total	37,895	1,559	0	0	0	0	0	0	39,455

<b>Budget Risk Assessment</b>	
Estimate Type:	Construction
Budget Risk Level:	Low

<b>Schedule Risk Assessment</b>	
Schedule Risk Level:	Low
2011 Budget Schedule:	2006
2012 Budget Schedule:	2006

### Project Risk Assessment

--

## Regional Express

**5x324**

### Canyon Park Freeway Station/I-406

Scope: Project is in service.

Changes since 2011 budget: Transferred \$405K in project savings to East King County program reserve.

Capital Budget (in YOE dollars)	
Phase Gate Passed:	7-Transition to Operations
Baseline:	\$9,132
2011 TIP:	\$10,178
2012 TIP:	\$9,773

ST2 Project Cost Estimate (in 2011 dollars)	
2008 Cost Estimate:	N/A
2011 Cost Estimate:	N/A
2012 Cost Estimate:	N/A

#### TIP Cashflow (in thousands)

Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
4-East King	9,724	49	0	0	0	0	0	0	9,773
Total	9,724	49	0	0	0	0	0	0	9,773

Phase	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
10-Agency Administration	830	0	0	0	0	0	0	0	830
20-Pre-Engineering/Env Review	950	0	0	0	0	0	0	0	950
30-Final Design & Specification	1,127	0	0	0	0	0	0	0	1,127
40-ROW Acquisition & Permits	11	0	0	0	0	0	0	0	11
50-Construction	6,805	49	0	0	0	0	0	0	6,855
Total	9,724	49	0	0	0	0	0	0	9,773

Budget Risk Assessment	
Estimate Type:	Construction
Budget Risk Level:	Low

Schedule Risk Assessment	
Schedule Risk Level:	Low
2011 Budget Schedule:	2007
2012 Budget Schedule:	2007

#### Project Risk Assessment

Project Risk Assessment

## Regional Express

**5x326**

**Issaquah Transit Center/SR900**

Scope: Project is in service.

Changes since 2011 budget: Transferred \$482K in project savings to East King County program reserve.

<b>Capital Budget (in YOE dollars)</b>	
Phase Gate Passed:	7-Transition to Operations
Baseline:	\$29,482
2011 TIP:	\$29,482
2012 TIP:	\$29,000

<b>ST2 Project Cost Estimate (in 2011 dollars)</b>	
2008 Cost Estimate:	N/A
2011 Cost Estimate:	N/A
2012 Cost Estimate:	N/A

### TIP Cashflow (in thousands)

Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
4-East King	28,925	5	70	0	0	0	0	0	29,000
Total	28,925	5	70	0	0	0	0	0	29,000

Phase	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
10-Agency Administration	1,797	0	3	0	0	0	0	0	1,801
20-Pre-Engineering/Env Review	848	0	0	0	0	0	0	0	848
30-Final Design & Specification	2,000	0	0	0	0	0	0	0	2,000
40-ROW Acquisition & Permits	1,045	0	0	0	0	0	0	0	1,045
50-Construction	23,234	5	66	0	0	0	0	0	23,306
Total	28,925	5	70	0	0	0	0	0	29,000

<b>Budget Risk Assessment</b>	
Estimate Type:	Construction
Budget Risk Level:	Low

<b>Schedule Risk Assessment</b>	
Schedule Risk Level:	Low
2011 Budget Schedule:	2008
2012 Budget Schedule:	2008

### Project Risk Assessment

Project Risk Assessment

## Regional Express

**5x328**

**Totem Lake Transit Center/Evergreen Med Ctr**

Scope: Project is in service.

Changes since 2011 budget: Transferred \$1K in project savings to the East King County program reserves.

<b>Capital Budget (in YOE dollars)</b>	
Phase Gate Passed:	7-Transition to Operations
Baseline:	\$13,243
2011 TIP:	\$6,269
2012 TIP:	\$6,267

<b>ST2 Project Cost Estimate (in 2011 dollars)</b>	
2008 Cost Estimate:	N/A
2011 Cost Estimate:	N/A
2012 Cost Estimate:	N/A

### TIP Cashflow (in thousands)

Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
4-East King	6,259	9	0	0	0	0	0	0	6,267
Total	6,259	9	0	0	0	0	0	0	6,267

Phase	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
10-Agency Administration	589	0	0	0	0	0	0	0	589
20-Pre-Engineering/Env Review	495	0	0	0	0	0	0	0	495
30-Final Design & Specification	133	0	0	0	0	0	0	0	133
40-ROW Acquisition & Permits	502	0	0	0	0	0	0	0	502
50-Construction	4,540	9	0	0	0	0	0	0	4,549
Total	6,259	9	0	0	0	0	0	0	6,267

<b>Budget Risk Assessment</b>	
Estimate Type:	Construction
Budget Risk Level:	Low

<b>Schedule Risk Assessment</b>	
Schedule Risk Level:	Low
2011 Budget Schedule:	2008
2012 Budget Schedule:	2008

### Project Risk Assessment

--



## Regional Express

**5x330**

### Newcastle Transit Improvements

Scope: Project is in service.

Changes since 2011 budget: Transferred \$289K in project savings to the East King County program reserves.

Capital Budget (in YOE dollars)	
Phase Gate Passed:	7-Transition to Operations
Baseline:	\$4,428
2011 TIP:	\$4,428
2012 TIP:	\$4,139

ST2 Project Cost Estimate (in 2011 dollars)	
2008 Cost Estimate:	N/A
2011 Cost Estimate:	N/A
2012 Cost Estimate:	N/A

#### TIP Cashflow (in thousands)

Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
4-East King	4,127	12	0	0	0	0	0	0	4,139
Total	4,127	12	0	0	0	0	0	0	4,139

Phase	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
10-Agency Administration	218	12	0	0	0	0	0	0	230
20-Pre-Engineering/Env Review	449	0	0	0	0	0	0	0	449
30-Final Design & Specification	636	0	0	0	0	0	0	0	636
50-Construction	2,824	0	0	0	0	0	0	0	2,824
Total	4,127	12	0	0	0	0	0	0	4,139

Budget Risk Assessment	
Estimate Type:	Fixed Contribution
Budget Risk Level:	Low

Schedule Risk Assessment	
Schedule Risk Level:	Low
2011 Budget Schedule:	2010
2012 Budget Schedule:	2010

#### Project Risk Assessment

Project Risk Assessment
-------------------------

## Regional Express

**5x354**

**Mercer Island Park-And-Ride/N Mercer Way**

Scope: Project is in service.

Changes since 2011 budget: Transferred \$123K in project savings to the East King County program reserves.

<b>Capital Budget (in YOE dollars)</b>	
Phase Gate Passed:	7-Transition to Operations
Baseline:	\$14,302
2011 TIP:	\$14,119
2012 TIP:	\$13,996

<b>ST2 Project Cost Estimate (in 2011 dollars)</b>	
2008 Cost Estimate:	N/A
2011 Cost Estimate:	N/A
2012 Cost Estimate:	N/A

### TIP Cashflow (in thousands)

Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
4-East King	13,995	1	0	0	0	0	0	0	13,996
Total	13,995	1	0	0	0	0	0	0	13,996

Phase	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
10-Agency Administration	945	0	0	0	0	0	0	0	945
20-Pre-Engineering/Env Review	1,324	0	0	0	0	0	0	0	1,324
30-Final Design & Specification	552	0	0	0	0	0	0	0	552
40-ROW Acquisition & Permits	213	0	0	0	0	0	0	0	213
50-Construction	10,961	0	0	0	0	0	0	0	10,961
Total	13,995	1	0	0	0	0	0	0	13,996

<b>Budget Risk Assessment</b>	
Estimate Type:	Construction
Budget Risk Level:	Low

<b>Schedule Risk Assessment</b>	
Schedule Risk Level:	Low
2011 Budget Schedule:	2008
2012 Budget Schedule:	2008

### Project Risk Assessment

Project Risk Assessment

## Regional Express

**5x372**

### Bothell Branch Campus Access

Scope: Project is in service.

Changes since 2011 budget: Transferred \$18K in project savings to the East King County program reserves.

Capital Budget (in YOE dollars)	
Phase Gate Passed:	7-Transition to Operations
Baseline:	\$3,860
2011 TIP:	\$2,177
2012 TIP:	\$2,160

ST2 Project Cost Estimate (in 2011 dollars)	
2008 Cost Estimate:	N/A
2011 Cost Estimate:	N/A
2012 Cost Estimate:	N/A

#### TIP Cashflow (in thousands)

Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
4-East King	2,160	0	0	0	0	0	0	0	2,160
Total	2,160	0	0	0	0	0	0	0	2,160

Phase	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
10-Agency Administration	608	0	0	0	0	0	0	0	608
20-Pre-Engineering/Env Review	250	0	0	0	0	0	0	0	250
30-Final Design & Specification	318	0	0	0	0	0	0	0	318
40-ROW Acquisition & Permits	3	0	0	0	0	0	0	0	3
50-Construction	980	0	0	0	0	0	0	0	980
Total	2,160	0	0	0	0	0	0	0	2,160

Budget Risk Assessment	
Estimate Type:	Construction
Budget Risk Level:	Low

Schedule Risk Assessment	
Schedule Risk Level:	Low
2011 Budget Schedule:	2008
2012 Budget Schedule:	2008

#### Project Risk Assessment

Project Risk Assessment

## Regional Express

**5x374**

**Redmond Transit Center/NE 83rd**

Scope: Project is in service.

Changes since 2011 budget: Transferred \$95K in project savings to the East King County program reserves.

<b>Capital Budget (in YOE dollars)</b>	
Phase Gate Passed:	7-Transition to Operations
Baseline:	\$6,931
2011 TIP:	\$6,652
2012 TIP:	\$6,557

<b>ST2 Project Cost Estimate (in 2011 dollars)</b>	
2008 Cost Estimate:	N/A
2011 Cost Estimate:	N/A
2012 Cost Estimate:	N/A

### TIP Cashflow (in thousands)

Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
4-East King	6,557	0	0	0	0	0	0	0	6,557
Total	6,557	0	0	0	0	0	0	0	6,557

Phase	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
10-Agency Administration	264	0	0	0	0	0	0	0	264
20-Pre-Engineering/Env Review	299	0	0	0	0	0	0	0	299
30-Final Design & Specification	1,004	0	0	0	0	0	0	0	1,004
50-Construction	4,990	0	0	0	0	0	0	0	4,990
Total	6,557	0	0	0	0	0	0	0	6,557

<b>Budget Risk Assessment</b>	
Estimate Type:	Fixed Contribution
Budget Risk Level:	Low

<b>Schedule Risk Assessment</b>	
Schedule Risk Level:	Low
2011 Budget Schedule:	2008
2012 Budget Schedule:	2008

### Project Risk Assessment

Project Risk Assessment
-------------------------

## Regional Express

**5x380**

**Sammamish Park-And-Ride/228th SE**

Scope: Project is in service.

Changes since 2011 budget: Transferred \$75K in project savings to the East King County program reserves.

<b>Capital Budget (in YOE dollars)</b>	
Phase Gate Passed:	7-Transition to Operations
Baseline:	\$7,764
2011 TIP:	\$7,042
2012 TIP:	\$6,967

<b>ST2 Project Cost Estimate (in 2011 dollars)</b>	
2008 Cost Estimate:	N/A
2011 Cost Estimate:	N/A
2012 Cost Estimate:	N/A

### TIP Cashflow (in thousands)

Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
4-East King	6,967	0	0	0	0	0	0	0	6,967
Total	6,967	0	0	0	0	0	0	0	6,967

Phase	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
10-Agency Administration	318	0	0	0	0	0	0	0	318
20-Pre-Engineering/Env Review	216	0	0	0	0	0	0	0	216
30-Final Design & Specification	527	0	0	0	0	0	0	0	527
40-ROW Acquisition & Permits	2,892	0	0	0	0	0	0	0	2,892
50-Construction	3,015	0	0	0	0	0	0	0	3,015
Total	6,967	0	0	0	0	0	0	0	6,967

<b>Budget Risk Assessment</b>	
Estimate Type:	Construction
Budget Risk Level:	Low

<b>Schedule Risk Assessment</b>	
Schedule Risk Level:	Low
2011 Budget Schedule:	2006
2012 Budget Schedule:	2006

### Project Risk Assessment

Project Risk Assessment

## Regional Express

**5x382**

### I-90 Two-Way Transit & HOV Opr, Stage 1

Scope: Project is in service. Wetland maintenance continues through 2014.

Changes since 2011 budget: None

Capital Budget (in YOE dollars)	
Phase Gate Passed:	7-Transition to Operations
Baseline:	\$25,782
2011 TIP:	\$24,840
2012 TIP:	\$24,840

ST2 Project Cost Estimate (in 2011 dollars)	
2008 Cost Estimate:	N/A
2011 Cost Estimate:	N/A
2012 Cost Estimate:	N/A

#### TIP Cashflow (in thousands)

Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
4-East King	23,308	90	179	1,263	0	0	0	0	24,840
Total	23,308	90	179	1,263	0	0	0	0	24,840

Phase	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
10-Agency Administration	1,331	5	10	69	0	0	0	0	1,415
20-Pre-Engineering/Env Review	1,592	0	0	0	0	0	0	0	1,592
30-Final Design & Specification	3,720	0	0	0	0	0	0	0	3,720
40-ROW Acquisition & Permits	57	0	0	0	0	0	0	0	57
50-Construction	16,607	85	168	944	0	0	0	0	17,804
90-Contingency	0	0	0	251	0	0	0	0	251
Total	23,308	90	179	1,263	0	0	0	0	24,840

Budget Risk Assessment	
Estimate Type:	Construction
Budget Risk Level:	Low

Schedule Risk Assessment	
Schedule Risk Level:	Low
2011 Budget Schedule:	2008
2012 Budget Schedule:	2008

#### Project Risk Assessment

Project Risk Assessment

## Regional Express

**5x384**

**SR522 HOV Enhancements/Kenmore**

Scope: Project is in service.

Changes since 2011 budget: Transferred \$3K in project savings to the East King County program reserves.

<b>Capital Budget (in YOE dollars)</b>	
Phase Gate Passed:	7-Transition to Operations
Baseline:	\$8,791
2011 TIP:	\$8,773
2012 TIP:	\$8,770

<b>ST2 Project Cost Estimate (in 2011 dollars)</b>	
2008 Cost Estimate:	N/A
2011 Cost Estimate:	N/A
2012 Cost Estimate:	N/A

### TIP Cashflow (in thousands)

Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
4-East King	8,770	0	0	0	0	0	0	0	8,770
Total	8,770	0	0	0	0	0	0	0	8,770

Phase	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
10-Agency Administration	472	0	0	0	0	0	0	0	472
20-Pre-Engineering/Env Review	380	0	0	0	0	0	0	0	380
30-Final Design & Specification	829	0	0	0	0	0	0	0	829
40-ROW Acquisition & Permits	730	0	0	0	0	0	0	0	730
50-Construction	6,359	0	0	0	0	0	0	0	6,359
Total	8,770	0	0	0	0	0	0	0	8,770

<b>Budget Risk Assessment</b>	
Estimate Type:	Fixed Contribution
Budget Risk Level:	Low

<b>Schedule Risk Assessment</b>	
Schedule Risk Level:	Low
2011 Budget Schedule:	2009
2012 Budget Schedule:	2009

### Project Risk Assessment

Project Risk Assessment

## Regional Express

**5x385**

### SR522 HOV Enhancements/Bothell

Scope: This project is being lead by the city of Bothell and is currently under construction. It includes the construction of a north transit by-pass lane, south transit lane/right turn lane, signal improvements, an additional left turn lane, and sidewalks along SR522 near 96th Avenue in Bothell. Project improvements are jointly funded by the city of Bothell, King County Metro (KCM), and Sound Transit. Sound Transit's funding is capped at \$7,736,000.

Changes since 2011 budget: Transferred \$62K in project savings to the East King County program reserves.

Capital Budget (in YOE dollars)	
Phase Gate Passed:	5-Establish Baseline
Baseline:	\$8,572
2011 TIP:	\$8,601
2012 TIP:	\$8,538

ST2 Project Cost Estimate (in 2011 dollars)	
2008 Cost Estimate:	N/A
2011 Cost Estimate:	N/A
2012 Cost Estimate:	N/A

#### TIP Cashflow (in thousands)

Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
4-East King	8,238	301	0	0	0	0	0	0	8,538
Total	8,238	301	0	0	0	0	0	0	8,538

Phase	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
10-Agency Administration	162	297	0	0	0	0	0	0	458
20-Pre-Engineering/Env Review	344	0	0	0	0	0	0	0	344
30-Final Design & Specification	673	0	0	0	0	0	0	0	673
40-ROW Acquisition & Permits	1,772	0	0	0	0	0	0	0	1,772
50-Construction	5,286	4	0	0	0	0	0	0	5,290
Total	8,238	301	0	0	0	0	0	0	8,538

Budget Risk Assessment	
Estimate Type:	Fixed Contribution
Budget Risk Level:	Low

Schedule Risk Assessment	
Schedule Risk Level:	Low
2011 Budget Schedule:	2011
2012 Budget Schedule:	2012

#### Project Risk Assessment

Project Risk Assessment



## Regional Express

**5x386**

### I-90 Two-Way Transit & HOV Opr, Stage 2

Scope: Stage 2 of the I-90 Two-way Transit and HOV Operations project is under construction. The project provides reliable two-way transit and HOV operations eastbound on I-90 between 80th Avenue SE on Mercer Island and Bellevue Way. A new HOV lane is being added on the eastbound outer roadway and the existing ramps at 80th Avenue SE on Mercer Island and Bellevue Way and I-405 are being modified. In addition, the existing eastbound I-90 to I-405 auxiliary lane is being extended west to East Mercer Way. The current reversible operations in the center roadway, with both lanes operating in the same direction, will remain. Stage 2 is being cost shared between Sound Transit and the Washington State Department of Transportation.

Changes since 2011 budget: None

Capital Budget (in YOE dollars)	
Phase Gate Passed:	6-Proceed to Construction
Baseline:	\$31,683
2011 TIP:	\$31,683
2012 TIP:	\$31,683

ST2 Project Cost Estimate (in 2011 dollars)	
2008 Cost Estimate:	N/A
2011 Cost Estimate:	N/A
2012 Cost Estimate:	N/A

#### TIP Cashflow (in thousands)

Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
4-East King	19,342	3,530	544	8,266	0	0	0	0	31,683
Total	19,342	3,530	544	8,266	0	0	0	0	31,683

Phase	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
10-Agency Administration	523	386	519	1,018	0	0	0	0	2,446
20-Pre-Engineering/Env Review	1,847	0	0	0	0	0	0	0	1,847
30-Final Design & Specification	2,026	0	0	0	0	0	0	0	2,026
50-Construction	14,946	3,144	26	4,728	0	0	0	0	22,844
90-Contingency	0	0	0	2,519	0	0	0	0	2,519
Total	19,342	3,530	544	8,266	0	0	0	0	31,683

Budget Risk Assessment	
Estimate Type:	Construction
Budget Risk Level:	Low

Schedule Risk Assessment	
Schedule Risk Level:	Low
2011 Budget Schedule:	2012
2012 Budget Schedule:	2012

#### Project Risk Assessment

Project Risk Assessment
-------------------------

## Regional Express

**5x387**

### I-90 Two-Way Transit & HOV Opr, Stage 3

Scope: Stage 3 of the I-90 Two-way Transit and HOV Operations project will provide reliable two-way transit and HOV operations eastbound and westbound on I-90 between 80th Avenue SE on Mercer Island and Rainier Avenue/I-5 in Seattle. This stage will also include the installation of screening on the shared-use pathway on the I-90 floating bridge. Upon completion of the Stage 3 project, the center roadway will be closed to allow the construction of East Link to proceed. Lifetime budget does not include ST2 funding for construction; construction budget to be reviewed upon completion of further scoping and design.

Changes since 2011 budget: None

Capital Budget (in YOE dollars)	
Phase Gate Passed:	4-Enter Final Design
Baseline:	-
2011 TIP:	\$64,222
2012 TIP:	\$64,222

ST2 Project Cost Estimate (in 2011 dollars)	
2008 Cost Estimate:	\$50,783
2011 Cost Estimate:	\$50,783
2012 Cost Estimate:	\$50,783

#### TIP Cashflow (in thousands)

Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
4-East King	1,843	7,721	11,835	5,710	37,113	0	0	0	64,222
Total	1,843	7,721	11,835	5,710	37,113	0	0	0	64,222

Phase	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
10-Agency Administration	294	550	750	750	1,040	0	0	0	3,385
20-Pre-Engineering/Env Review	1,549	46	0	0	0	0	0	0	1,595
30-Final Design & Specification	0	7,040	11,000	4,960	0	0	0	0	23,000
40-ROW Acquisition & Permits	0	85	85	0	0	0	0	0	170
90-Contingency	0	0	0	0	36,072	0	0	0	36,072
Total	1,843	7,721	11,835	5,710	37,113	0	0	0	64,222

Budget Risk Assessment	
Estimate Type:	PE/ED
Budget Risk Level:	High

Schedule Risk Assessment	
Schedule Risk Level:	High
2011 Budget Schedule:	2014
2012 Budget Schedule:	2014

#### Project Risk Assessment

Project requires further scoping and design before construction costs can be accurately determined.

## Regional Express

**5x999**

### Regional Express Program Reserve

Changes since 2011 budget: Snohomish County program reserve increased by \$3M in project savings from Ash Way Transit Access and Mountlake Terrace Freeway Station. The South King County program reserve increased by \$46K in project savings from the Federal Way HOV Access project. The program reserves for both Snohomish and South King counties are being defunded from the program. East King County program reserves increased by \$4.4M due to savings from 11 completed projects in the subarea.

Capital Budget (in YOE dollars)	
Phase Gate Passed:	N/A
Baseline:	-
2011 TIP:	\$10,801
2012 TIP:	\$15,199

ST2 Project Cost Estimate (in 2011 dollars)	
2008 Cost Estimate:	N/A
2011 Cost Estimate:	N/A
2012 Cost Estimate:	N/A

#### TIP Cashflow (in thousands)

Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
1-Snohomish	0	0	0	0	0	0	0	0	0
3-South King	0	0	0	0	0	0	0	0	0
4-East King	0	0	0	15,199	0	0	0	0	15,199
5-Pierce	0	0	0	0	0	0	0	0	0
Total	0	0	0	15,199	0	0	0	0	15,199

Phase	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
90-Contingency	0	0	0	15,199	0	0	0	0	15,199
Total	0	0	0	15,199	0	0	0	0	15,199

Budget Risk Assessment
Estimate Type:
Budget Risk Level:

Schedule Risk Assessment
Schedule Risk Level:
2011 Budget Schedule:
2012 Budget Schedule:

Project Risk Assessment

## Service Delivery Projects

### Capital Program Description

Service delivery projects include improvements to maintain and operate transit services, as well as purchase of new buses to add ST2 service. Major elements include support of ST2 service expansion, replacement of existing bus fleet and Sounder commuter rail fleet, mobile communication systems, parking enhancement programs, and bus maintenance facilities.

In addition, the TIP includes a Small Works program to fund small capital projects, each with lifetime budgets under \$100,000.

Other ongoing programs include closed-circuit television (CCTV) and passenger information systems projects at Sounder stations. We will also acquire and install ticket vending machines (TVMs) for Sound Transit facilities.

### Capital Plan

The TIP for service-oriented projects increases by \$21 million in 2012. The increase is attributable to the addition of one year to the planning horizon for ST Express fleet replacement and the Small Works program, as well as expansion of the Sounder ST2 fleet. The TIP also includes nine new projects and one project transfer to DECM.

The TIP includes service delivery projects at various stages of completion, as shown in the following table.

Project	Description	Department	Project Status
Sounder Vehicle Maintenance Program	Fund projects that preserve the lifespan of major sounder equipment including engine and truck overhaul and motor door replacement.	OPS	Pending
Station Midlife Maintenance	Fund maintenance projects at six aging stations.	OPS	Pending
ST Express Security Camera Retrofit	Install video cameras on the ST Express buses.	OPS	Pending
Security Radios	Purchase 800 Minz radios for security officers	OPS	Pending
HVAC for Traction Power Sub Station (TPSS)	Install air conditioning at the Central Link Traction Power Sub Station (TPSS).	DECM	Pending
Central Link HVAC - Instrument House & UPS Room	Install air conditioning at Instrument House and UPS Room.	DECM	Pending
Central Link Card Readers	Install card readers at all Central Link stations.	DECM	Pending

<b>Project</b>	<b>Description</b>	<b>Department</b>	<b>Project Status</b>
Central Link OMF UPS Room Improvement	Build an enclosure around the battery module.	DECM	Pending
Central Link Overhead Catenary System Tie Switch	Install a mechanical means (Tie Switch) to provide bi-directional feeding between sections during inspection and maintenance of traction power substations without shutting the system down.	DECM	Pending
Benchtest Equipment	Purchase benchtest equipment in support of light rail vehicle maintenance to allow more efficient diagnosis and correct problems.	OPS	Pending
Tacoma Dome Station	Per agreement between city of Tacoma, Sound Transit, will fund capital improvements for the Tacoma Dome station.	OPS	Preliminary Engineering
Tacoma Link LRV Communications Upgrade	Purchase and install a new Announcement and Sign System.	OPS	Preliminary Engineering
Network Phones at the Link Control Center	Replace the existing emVista system in the Link Control Center.	DECM	Preliminary Engineering
Bus Maintenance Facility	Fund the expansion of Sound Transit's fleet maintenance capacity through our own maintenance capacity or through contributions to projects managed by our transit partners.	DECM/OPS	Preliminary Engineering/ Construction
Security Enhancements	Provide CCTV upgrades at various Sounder and Central link stations.	EXEC/FIT	Preliminary Engineering/ Construction
Bike Locker Program	Install new bicycle parking at various Sound Transit stations.	DECM	Final Design/ Construction
Ticket Vending Machines	Purchase and install ticket vending machines at various Sound Transit stations.	FIT	Construction

<b>Project</b>	<b>Description</b>	<b>Department</b>	<b>Project Status</b>
Passenger Information Systems/CCTV	Install CCTV and Passenger Information Systems at all ST stations to enable communications with Union Station.	FIT	Construction
Small Works Program	Fund small capital replacement projects with an estimated cost less than \$100,000.	DECM/OPS	Construction
ST Express Mobile Communications Projects	Fund mobile communication projects through transit partners.	OPS	Construction
Tacoma Link Auxiliary Power Supply Replacement	Purchase and install a new Auxiliary Power Supply System.	OPS	Construction
Link OMF Laydown Area Improvements	Construct a laydown area in the Link OMF to store the maintenance equipment.	DECM	Construction
Link LRV Wash Bay Doors	Construct doors at the Central link OMF wash bay for the light rail vehicles.	DECM	Construction
Radio Upgrade	Replace the existing radio technology used at Link Control Center.	DECM	Construction
Federal Way: Post Tension Cable Repair	Repair the Post Tension Cables in the garage decks.	DECM	Construction
ST Express Fleet Replacement	Fund the replacement of ST Express fleet as required by FTA guidelines.	OPS	Procurement
Sounder ST2 Fleet Expansion	Purchase and install three new locomotives for Sounder fleet.	OPS	Procurement
ST Express Fleet Expansion	Fund ST2 ST Express Fleet Expansion.	OPS	Completed
Parking Enhancements	Expand community rail parking capacity in Puyallup and Auburn stations.	DECM	Completed
Sound Transit Police Office	Build a facility for Transit Police office.	DECM	Completed

## ***New Projects***

Ten new Service Delivery projects were added to the capital budget for 2012:

- **Sounder Vehicle Maintenance Program:** This project preserves the lifespan of major Sounder equipment. The project scope includes engine overhaul, truck overhaul, and door motor replacement. Preserving the life of this equipment extends the useful life of existing locomotives. The adopted 2012 lifetime budget is \$17 million.
- **Station Midlife Maintenance:** This project will improve conditions at six aging stations. These improvements are needed to prolong the stations' useful life. The adopted 2012 lifetime budget is \$1.8 million.
- **ST Express Security Camera Retrofit:** We will install video surveillance equipment on ST Express buses to improve bus safety and security. The Proposed 2012 lifetime budget is \$209 thousand.
- **HVAC for Traction Power Sub Station (TPSS):** To prevent overheating and damage to electrical equipment, we will install climate control capabilities at the TPSS. The adopted 2012 lifetime budget is \$600 thousand.
- **Central Link HVAC – Instrument House & UPS Room:** To prevent equipment from overheating, we will install climate control capabilities at the UPS room and signal house inside the Central Link operations and maintenance facility. The adopted 2012 lifetime budget is \$420 thousand.
- **Central Link Card Readers:** This project installs card readers at all Central Link stations to ensure security and reduce the costs of issuing keys to staff. The adopted 2012 lifetime budget is \$373 thousand.
- **Central Link OMF UPS Room Improvement:** This project will enclose the battery module at the Central Link operations and maintenance facility to protect equipment and prevent environmental damage. The adopted 2012 lifetime budget is \$108 thousand.
- **Central Link Overhead Catenary System Tie Switch:** We will install tie switches to improve the efficiency of traction power substation inspections and maintenance. The adopted 2012 lifetime budget is \$3 million.
- **Benchtest Equipment:** We will purchase and install equipment to support light rail vehicle maintenance. The lifetime budget in 2012 is \$700 thousand.
- **Security Radios:** This new project allows us to purchase radios for security and fare enforcement officers. The new radios will improve communications between officers and outside agencies in case of emergency or disaster. The lifetime budget in 2012 is \$314 thousand and is funded by a corresponding decrease in the Bus Maintenance Facility project.

## ***Budget Changes***

- **ST Express Fleet Replacement:** The project lifetime budget increased by \$9.8 million to reflect current assumptions for fleet replacement. The TIP planning horizon for this project was extended to 2017.
- **ST Express Fleet Expansion:** This project is complete. The remaining lifetime budget of \$7.9 million was transferred to the Bus Replacement Program.

- Small Works Program: The project lifetime budget for the Small Works program increased by \$2 thousand and decreased by \$146 thousand to fund the increased costs for the LRV Wash Bay Doors. The lifetime budget in 2012 is \$5.1 million.
- LRV Wash bay Doors: The lifetime budget increased by \$146 thousand due to the increased project costs. There is a correspondent decrease in Small Works Program. The adopted 2012 lifetime budget is \$346 thousand.
- Bus Maintenance Facility: The lifetime budget was decreased by \$314 thousand to fund the new Security Radio project. The 2012 adopted lifetime budget is \$22 million.
- Sound Transit Police Office: This project was completed in 2010, with a project savings of \$56,000.
- Sounder ST2 Fleet Expansion: The lifetime budget of this project increased by \$750 thousand to include engineering support and spare parts purchases associated with the purchase of locomotives.
- Sounder Positive Train Control: This project was transferred to the Sounder program. The 2011 lifetime budget of \$6 million was also transferred.
- Auburn Station Post Tension Cable Repair: This project was completed under warranty at no cost to Sound Transit and the lifetime budget is decreased by \$525 thousand to zero.

### ***Baseline***

No service delivery capital projects received their baseline budget in 2012.



# Service Delivery

## 2012 TIP Cashflow by Budget Approval

(in thousands)

	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
<b>Preliminary Engineering</b>									
261 Bus Maintenance Facility	7,572	380	180	13,900	0	0	0	0	22,033
<b>Subtotal:</b>	<b>7,572</b>	<b>380</b>	<b>180</b>	<b>13,900</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22,033</b>
<b>Baseline</b>									
212 Ticket Vending Machines	7,289	389	0	0	0	0	0	0	7,678
216 Passenger Information System/CCTV	4,739	631	861	0	0	0	0	0	6,231
356 Tacoma Dome Station	0	390	0	0	0	0	0	0	390
701 ST Express Fleet Replacement	45,813	34,597	28,539	0	0	42,364	0	0	151,313
740 Small Works Program	619	543	689	689	689	689	1,180	0	5,097
743 Security Enhancements	1,529	258	0	0	0	0	0	0	1,787
745 ST Express Mobile Communications Projects	6,117	4,064	350	0	0	0	0	0	10,531
746 Parking Enhancements	4,132	828	0	0	0	0	0	0	4,960
748 Sound Transit Police Office	209	0	0	0	0	0	0	0	209
753 Bike Locker Program	429	602	118	0	0	0	0	0	1,149
755 Sounder ST2 Fleet Expansion	0	16,296	0	0	0	0	0	0	16,296
757 Tacoma Link Auxiliary Power Supply Replacement	0	324	100	0	0	0	0	0	424
758 Tacoma Link LRV Communications Upgrade	0	371	0	0	0	0	0	0	371
759 Sounder Positive Train Control	0	0	0	0	0	0	0	0	0
760 Link OMF Laydown Area Improvements	100	150	0	0	0	0	0	0	250
761 Network Phones at the Link Control Center	0	200	0	0	0	0	0	0	200
762 Link LRV Wash Bay Doors	31	315	0	0	0	0	0	0	346
763 Radio Upgrade	9	741	0	0	0	0	0	0	750
765 Auburn Station: Post Tension Cable Repair	0	0	0	0	0	0	0	0	0
768 Federal Way: Post Tension Cable Repair	0	0	525	0	0	0	0	0	525
772 ST Express Security Camera Retrofit	0	209	0	0	0	0	0	0	209
773 HVAC for Traction Power Sub Station (TPSS)	0	600	0	0	0	0	0	0	600
774 Central Link HVAC - Instrument House & UPS Room	0	420	0	0	0	0	0	0	420
775 Central Link Card Readers	0	373	0	0	0	0	0	0	373
776 Central Link OMF UPS Room Improvement	0	108	0	0	0	0	0	0	108
777 Central Link Overhead Catenary System Tie Switch	0	1,400	1,400	200	0	0	0	0	3,000
778 Benchtest Equipment	0	700	0	0	0	0	0	0	700
779 Security Radios	0	314	0	0	0	0	0	0	314

# Service Delivery

## 2012 TIP Cashflow by Budget Approval

(in thousands)

	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
<b>In Service</b>									
<b>Subtotal:</b>	71,015	64,823	32,582	889	689	43,053	1,180	0	214,231
770 Sounder Vehicle Maintenance Program	0	1,973	4,547	4,547	4,524	1,822	0	0	17,412
771 Station Midlife Maintenance	0	1,750	0	0	0	0	0	0	1,750
<b>Subtotal:</b>	0	3,723	4,547	4,547	4,524	1,822	0	0	19,162
<b>Closed</b>									
290 ST Express Fleet Program	96,693	0	0	0	0	0	0	0	96,693
702 Sounder Fleet Program	148	0	0	0	0	0	0	0	148
705 ST Express Fleet Expansion	34,103	0	0	0	0	0	0	0	34,103
741 Auburn Bus Loop Concrete Replacement	0	0	0	0	0	0	0	0	0
744 Talking Signs	2,154	0	0	0	0	0	0	0	2,154
747 Security Office Expansion	138	0	0	0	0	0	0	0	138
750 Sounder Maintenance Base Development	0	0	0	0	0	0	0	0	0
752 Link OMF Entrance Improvements	0	0	0	0	0	0	0	0	0
756 Right of Way Warning System	0	0	0	0	0	0	0	0	0
764 Central Link OMF Office Space remodel	0	0	0	0	0	0	0	0	0
767 Pierce County Bike Lockers	0	0	0	0	0	0	0	0	0
<b>Subtotal:</b>	133,234	0	0	0	0	0	0	0	133,234
<b>Grand Total:</b>	211,822	68,926	37,309	19,336	5,213	44,875	1,180	0	388,660

# Service Delivery

## 2012 TIP Cashflow by Subarea

(in thousands)

Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
1- Snohomish	28,604	7,560	6,374	3,655	1,379	7,692	201	0	55,465
2- North King	433	4,018	1,597	380	242	242	340	0	7,526
3- South King	23,482	8,835	6,142	3,349	1,840	5,265	155	0	48,793
4- East King	84,241	18,410	13,611	6,589	150	19,850	248	0	143,099
5- Pierce	75,062	30,103	9,584	5,364	1,602	11,826	235	0	133,776
<b>Total</b>	<b>211,822</b>	<b>68,926</b>	<b>37,309</b>	<b>19,336</b>	<b>5,213</b>	<b>44,875</b>	<b>1,180</b>	<b>0</b>	<b>388,660</b>

## 2012 TIP Cashflow by Phase

(in thousands)

Phase# and Description	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
10 Agency Administration	1,694	608	253	554	49	42	38	0	3,238
20 Pre-Engineering/Env Review	951	416	52	36	13	13	13	0	1,494
30 Final Design & Specification	344	677	291	91	91	63	0	0	1,558
35 Third Parties	1,330	0	0	0	0	0	0	0	1,330
40 ROW Acquisition & Permits	219	25	0	0	0	0	0	0	244
50 Construction	31,454	14,555	3,752	14,033	638	638	1,128	0	66,198
70 Vehicles	175,830	52,465	32,961	4,422	4,422	44,119	0	0	314,219
90 Contingency	0	180	0	200	0	0	0	0	380
<b>Total</b>	<b>211,822</b>	<b>68,926</b>	<b>37,309</b>	<b>19,336</b>	<b>5,213</b>	<b>44,875</b>	<b>1,180</b>	<b>0</b>	<b>388,660</b>

## Service Delivery

**3x212**

### Ticket Vending Machines

Scope: TVMs sell tickets and passes via an interactive touch screen or through the use of a keypad and, where possible, are located near the mini-high platforms for the convenience of persons with disabilities. There have been 103 TVMs purchased; 95 have been installed to date – 32 at the 12 Sounder stations, 61 at Central Link stations, and 2 at ST Express stations. The TVMs are dispersed across the system on the basis of projected ridership.

The remaining budget reflects the installation for the remaining TVMs at various stations, as well as potential software upgrades and enhancements. Note, the cost of the 61 Central Link TVMs was carried in the Central Link capital budget and is not included in this scope of work.

Changes since 2011 budget: None

Capital Budget (in YOY dollars)	
Phase Gate Passed:	N/A
Baseline:	-
2011 TIP:	\$7,678
2012 TIP :	\$7,678

ST2 Project Cost Estimate (in 2011 dollars)	
2008 Cost Estimate:	N/A
2011 Cost Estimate:	N/A
2012 Cost Estimate:	N/A

#### TIP Cashflow (in thousands)

Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
1-Snohomish	1,360	102	0	0	0	0	0	0	1,463
3-South King	3,077	116	0	0	0	0	0	0	3,193
5-Pierce	2,851	171	0	0	0	0	0	0	3,022
Total	7,289	389	0	0	0	0	0	0	7,678

Phase	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
10-Agency Administration	221	0	0	0	0	0	0	0	221
20-Pre-Engineering/Env Review	221	0	0	0	0	0	0	0	221
50-Construction	6,848	389	0	0	0	0	0	0	7,237
Total	7,289	389	0	0	0	0	0	0	7,678

## Service Delivery

**3x216**

### Passenger Information System/CCTV

Scope: Sounder is expanding its station communications and all CCTV and Passenger Information Systems to future stations. The system includes communications between stations and Union Station for a number of CCTV cameras, audible rail announcements capabilities, variable message signs, customer emergency stations, and on-board automated vehicle location. There is an existing security operations central control and monitoring system for all devices. Completion of the project is dependent on completion of all Sounder stations.

In 2011, work will focus on the Lakewood Corridor track and signal improvements which are scheduled to be completed in 2012.

Changes since 2011 budget: None

Capital Budget (in YOE dollars)	
Phase Gate Passed:	N/A
Baseline:	-
2011TIP:	\$6,231
2012 TIP :	\$6,231

ST2 Project Cost Estimate (in 2011 dollars)	
2008 Cost Estimate:	N/A
2011 Cost Estimate:	N/A
2012 Cost Estimate:	N/A

#### TIP Cashflow (in thousands)

Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
1-Snohomish	459	179	246	0	0	0	0	0	884
2-North King	0	200	331	0	0	0	0	0	531
3-South King	2,019	249	279	0	0	0	0	0	2,546
5-Pierce	2,261	3	5	0	0	0	0	0	2,269
Total	4,739	631	861	0	0	0	0	0	6,231

Phase	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
10-Agency Administration	210	9	4	0	0	0	0	0	223
20-Pre-Engineering/Env Review	205	0	16	0	0	0	0	0	221
50-Construction	4,325	622	840	0	0	0	0	0	5,787
Total	4,739	631	861	0	0	0	0	0	6,231

## Service Delivery

**5x261**

### Bus Maintenance Facility

Scope: The bus maintenance facility budget contains funds for expansion of Sound Transit's fleet maintenance capacity through its own maintenance capacity or through contributions to projects being managed by third party service providers. This program is distinct from ST2 funding for Sound Transit to build one or more of its own maintenance facilities. The budget for ST2 bus base expansion is in the Regional Express capital budget section.

Community Transit: Sound Transit has partnered with Community Transit on an expansion of the Kasch Park Maintenance Base. This project was completed in time for the February 2011 service change.

Funding for future maintenance capacity projects has been moved beyond 2012. As near-term maintenance capacity investments may be identified, funding may be reprogrammed to earlier years.

Changes since 2011 budget: The project was amended to decrease the Lifetime Budget by \$314,000 to fund the new project: Security Radios.

Capital Budget (in YOE dollars)	
Phase Gate Passed:	N/A
Baseline:	-
2011TIP:	\$22,347
2012 TIP :	\$22,033

ST2 Project Cost Estimate (in 2011 dollars)	
2008 Cost Estimate:	N/A
2011 Cost Estimate:	N/A
2012 Cost Estimate:	N/A

#### TIP Cashflow (in thousands)

Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
1-Snohomish	3,329	63	30	2,270	0	0	0	0	5,691
3-South King	550	40	19	1,438	0	0	0	0	2,047
4-East King	2,378	177	84	6,439	0	0	0	0	9,078
5-Pierce	1,315	100	47	3,754	0	0	0	0	5,216
Total	7,572	380	180	13,900	0	0	0	0	22,033

Phase	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
10-Agency Administration	22	0	0	505	0	0	0	0	527
20-Pre-Engineering/Env Review	8	0	0	0	0	0	0	0	8
30-Final Design & Specification	60	0	0	0	0	0	0	0	60
40-ROW Acquisition & Permits	59	0	0	0	0	0	0	0	59
50-Construction	7,423	380	180	13,395	0	0	0	0	21,378
Total	7,572	380	180	13,900	0	0	0	0	22,033

## Service Delivery

**7x356**

### Tacoma Dome Station

Scope: The Tacoma Dome Station project was completed in 2002. Per agreement, Sound Transit has maintained a capital budget for major maintenance which may be necessary during the useful life of the facility. Current projections are for spending to be programmed after 2011. Per the terms of the agreement with Pierce Transit, the Sound Transit contribution would be based on \$275K in 1998 dollars, inflated to the year of expenditure.

Changes since 2011 budget: None

Capital Budget (in YOE dollars)	
Phase Gate Passed:	N/A
Baseline:	-
2011TIP:	\$390
2012 TIP :	\$390

ST2 Project Cost Estimate (in 2011 dollars)	
2008 Cost Estimate:	N/A
2011 Cost Estimate:	N/A
2012 Cost Estimate:	N/A

#### TIP Cashflow (in thousands)

Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
5-Pierce	0	390	0	0	0	0	0	0	390
Total	0	390	0	0	0	0	0	0	390
Phase	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
50-Construction	0	390	0	0	0	0	0	0	390
Total	0	390	0	0	0	0	0	0	390

## Service Delivery

**7x701**

### ST Express Fleet Replacement

Scope: The project funds the bus replacement program for the ST Express Fleet.

Current Assumptions: FTA guidelines are for buses to be replaced no earlier than either 12 years or 500,000 miles. Due to the unique service characteristics of the ST Express fleet, Sound Transit buses typically will have 500,000 miles on them at an age of ten years. Replacement decisions are informed by specific fleet performance in consultation with our operating partner agencies. There were 35 buses delivered in 2011 and 24 more replacements have already been ordered for 2012 delivery. An additional 19, 60-foot buses will be ordered for 2012 delivery. In prior years' fleet plans, only 12 buses were going to be replaced. During the period from 2012-2017, a total of 71 buses will be replaced.

Changes since 2011 budget: Resolution No. R2011-01 approved the lifetime budget to be increased by \$4.8 Million in 2011. In 2012, the lifetime budget will be increased by \$9.8 Million as the service plan has put more emphasis on more productive peak hour service, an additional seven buses will be replaced rather than being retired.

Capital Budget (in YOE dollars)	
Phase Gate Passed:	N/A
Baseline:	-
2011TIP:	\$141,490
2012 TIP :	\$151,313

ST2 Project Cost Estimate (in 2011 dollars)	
2008 Cost Estimate:	N/A
2011 Cost Estimate:	N/A
2012 Cost Estimate:	N/A

#### TIP Cashflow (in thousands)

Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
1-Snohomish	5,564	5,778	4,652	0	0	7,075	0	0	23,068
3-South King	4,952	3,667	2,968	0	0	4,491	0	0	16,078
4-East King	15,709	16,088	13,213	0	0	19,699	0	0	64,709
5-Pierce	19,588	9,064	7,705	0	0	11,099	0	0	47,457
Total	45,813	34,597	28,539	0	0	42,364	0	0	151,313

Phase	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
70-Vehicles	45,813	34,597	28,539	0	0	42,364	0	0	151,313
Total	45,813	34,597	28,539	0	0	42,364	0	0	151,313



## Service Delivery

**7x705**

### ST Express Fleet Expansion

Scope: ST2 provided funding for an additional 40 ST Express buses. These acquisitions support additional service hours that have been programmed in the ST2 plan. All buses have been delivered and a total of \$7.9M will instead be used to replace buses that were previously going to be retired (see Project 701).

Changes since 2011 budget: The ST2 Fleet Expansion is complete. Remaining budget for expansion will instead be shifted into the ST Express Fleet Replacement Plan to fund replacements of buses which had previously been planned for retirement.

Capital Budget (in YOE dollars)	
Phase Gate Passed:	N/A
Baseline:	-
2011TIP:	\$42,000
2012 TIP :	\$34,103

ST2 Project Cost Estimate (in 2011 dollars)	
2008 Cost Estimate:	\$38,481
2011 Cost Estimate:	\$42,399
2012 Cost Estimate:	\$42,399

#### TIP Cashflow (in thousands)

Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
1-Snohomish	5,335	0	0	0	0	0	0	0	5,335
3-South King	3,635	0	0	0	0	0	0	0	3,635
4-East King	15,179	0	0	0	0	0	0	0	15,179
5-Pierce	9,953	0	0	0	0	0	0	0	9,953
Total	34,103	0	0	0	0	0	0	0	34,103
Phase	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
70-Vehicles	34,103	0	0	0	0	0	0	0	34,103
Total	34,103	0	0	0	0	0	0	0	34,103

## Service Delivery

**7x740**

### Small Works Program

Scope: This project funds small capital replacement projects with an estimated total cost of less than \$100,000. Once the project cost exceeds \$100,000, it is specifically identified as a separate project in the capital plan. The budget is based on number of sites maintained, age of facilities, and amount of use.

Changes since 2011 budget: Budget was increased by \$2,000 in 2012 Proposed budget but was amended to decrease \$146,000 to fund the increased cost of the LRV Wash bay doors project.

Capital Budget (in YOE dollars)	
Phase Gate Passed:	N/A
Baseline:	-
2011TIP:	\$5,241
2012 TIP :	\$5,097

ST2 Project Cost Estimate (in 2011 dollars)	
2008 Cost Estimate:	N/A
2011 Cost Estimate:	N/A
2012 Cost Estimate:	N/A

#### TIP Cashflow (in thousands)

Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
1-Snohomish	34	98	103	103	103	103	201	0	746
2-North King	60	147	242	242	242	242	340	0	1,514
3-South King	219	27	57	57	57	42	155	0	630
4-East King	134	135	150	150	150	150	248	0	1,119
5-Pierce	170	137	137	137	137	101	235	0	1,089
Total	619	543	689	689	689	689	1,180	0	5,097

Phase	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
10-Agency Administration	95	36	38	38	38	38	38	0	322
20-Pre-Engineering/Env Review	24	13	13	13	13	13	13	0	101
30-Final Design & Specification	18	0	0	0	0	0	0	0	18
50-Construction	427	494	638	638	638	638	1,128	0	4,602
70-Vehicles	54	0	0	0	0	0	0	0	54
Total	619	543	689	689	689	689	1,180	0	5,097

## Service Delivery

**7x743**

### Security Enhancements

Scope: Sounder commuter rail has an extensive legacy CCTV system for monitoring commuter rail platforms, assets, and facilities. This system was installed in 2005 and includes 95 analog cameras and 8 digital video recorders with a central monitoring application. With a Homeland Security grant, Sound Transit seeks to upgrade to its current standard of networked video recorders with six times the amount of video storage with high-quality digital video capabilities. In addition, the 62 cameras would be upgraded to either a megapixel IP camera or a higher quality encoded video camera which will allow such features as video analytics, high-definition viewing, and a streamlined video administration and video sharing capability. This upgrade will also increase the productivity of operators by enabling a more alarm-based monitoring through the use of analytics and sharper resolution cameras.

Changes since 2011 budget: None

Capital Budget (in YOE dollars)	
Phase Gate Passed:	N/A
Baseline:	-
2011TIP:	\$1,787
2012 TIP :	\$1,787

ST2 Project Cost Estimate (in 2011 dollars)	
2008 Cost Estimate:	N/A
2011 Cost Estimate:	N/A
2012 Cost Estimate:	N/A

#### TIP Cashflow (in thousands)

Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
1-Snohomish	6	21	0	0	0	0	0	0	27
2-North King	8	70	0	0	0	0	0	0	79
3-South King	744	107	0	0	0	0	0	0	850
4-East King	9	14	0	0	0	0	0	0	23
5-Pierce	761	46	0	0	0	0	0	0	807
Total	1,529	258	0	0	0	0	0	0	1,787

Phase	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
10-Agency Administration	0	29	0	0	0	0	0	0	29
20-Pre-Engineering/Env Review	143	51	0	0	0	0	0	0	194
50-Construction	1,386	178	0	0	0	0	0	0	1,565
Total	1,529	258	0	0	0	0	0	0	1,787

## Service Delivery

**7x745**

### ST Express Mobile Communications Projects

Scope: As part of the operation of the Sound Move ST Express bus fleet, mobile communications are necessary to ensure driver and passenger safety, to enhance the customer service information, and to improve the information available to the service planning function. The existing mobile communications systems are aging and in need of upgrades. In addition, this investment allows the ST Express bus fleet to be compatible with partner communication systems.

A signed project participation agreement with Pierce Transit was executed in 2007. This project is in service. It was tested and accepted during 2010.

Agreements for ST project participation with King County Metro and Community Transit projects were approved by the Board in 2008. These projects are expected to be completed in 2012.

Changes Since 2011: None

Capital Budget (in YOE dollars)	
Phase Gate Passed:	N/A
Baseline:	-
2011TIP:	\$10,531
2012 TIP :	\$10,531

ST2 Project Cost Estimate (in 2011 dollars)	
2008 Cost Estimate:	N/A
2011 Cost Estimate:	N/A
2012 Cost Estimate:	N/A

#### TIP Cashflow (in thousands)

Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
1-Snohomish	325	679	57	0	0	0	0	0	1,061
3-South King	669	431	36	0	0	0	0	0	1,136
4-East King	72	1,890	162	0	0	0	0	0	2,124
5-Pierce	5,051	1,065	95	0	0	0	0	0	6,210
Total	6,117	4,064	350	0	0	0	0	0	10,531
Phase	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
50-Construction	6,117	4,064	350	0	0	0	0	0	10,531
Total	6,117	4,064	350	0	0	0	0	0	10,531

## Service Delivery

**7x746**

### Parking Enhancements

Scope: In 2007, Sound Transit received a Regional Mobility grant in the amount of \$3.7M to expand commuter rail parking in the Tacoma – Seattle Corridor. The local match for this grant is \$500K. In the 2009 budget, a grant for the city of Puyallup was added to the project budget and was used to expand capacity at Puyallup Station. In exchange for capital improvements at the Puyallup Fairgrounds, Sound Transit entered into an agreement to significantly expand the parking available for Sounder customers during commute periods.

As approved by WSDOT, the Regional Mobility Grant funds targeted for Sumner were used to purchase additional parking in the Auburn Station garage. Sound Transit bought 85 existing parking spaces in the garage that were owned by the city of Auburn and leased by Sound Transit, thus making these spaces permanently available to the station's transit users.

This program will be completed in 2012 and remaining budget will be closed out.

Changes since 2011 budget: None

Capital Budget (in YOE dollars)	
Phase Gate Passed:	N/A
Baseline:	-
2011TIP:	\$4,960
2012 TIP :	\$4,960

ST2 Project Cost Estimate (in 2011 dollars)	
2008 Cost Estimate:	N/A
2011 Cost Estimate:	N/A
2012 Cost Estimate:	N/A

#### TIP Cashflow (in thousands)

Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
3-South King	1,342	0	0	0	0	0	0	0	1,342
5-Pierce	2,790	828	0	0	0	0	0	0	3,618
Total	4,132	828	0	0	0	0	0	0	4,960

Phase	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
10-Agency Administration	80	0	0	0	0	0	0	0	80
20-Pre-Engineering/Env Review	339	0	0	0	0	0	0	0	339
30-Final Design & Specification	231	0	0	0	0	0	0	0	231
35-Third Parties	1,330	0	0	0	0	0	0	0	1,330
40-ROW Acquisition & Permits	150	0	0	0	0	0	0	0	150
50-Construction	2,001	828	0	0	0	0	0	0	2,830
Total	4,132	828	0	0	0	0	0	0	4,960

## Service Delivery

**7x753**

### Bike Locker Program

Scope: Install new bicycle parking at various Sounder commuter rail, ST Express bus, and Link light rail stations. In addition, project will fund the design and construction of a bicycle plaza adjacent to the Columbia City Light Rail Station. In King County, Sound Transit will add bicycle parking spaces at six light rail and commuter rail stations (Tukwila Station, Kent Station, Auburn Station, Columbia City Station, Othello Station, and Rainier Beach Station). In Pierce County, Sound Transit will expand secured bicycle parking at Puyallup and Sumner stations. The project will also add benches, lighting, signage, and other pedestrian and bicycle amenities at the commuter rail stations. These projects will be complete in 2012.

Changes since 2011 budget: None

Capital Budget (in YOE dollars)	
Phase Gate Passed:	N/A
Baseline:	-
2011TIP:	\$1,149
2012 TIP :	\$1,149

ST2 Project Cost Estimate (in 2011 dollars)	
2008 Cost Estimate:	N/A
2011 Cost Estimate:	N/A
2012 Cost Estimate:	N/A

#### TIP Cashflow (in thousands)

Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
1-Snohomish	69	18	4	0	0	0	0	0	91
2-North King	173	297	58	0	0	0	0	0	528
3-South King	116	167	33	0	0	0	0	0	315
4-East King	7	9	2	0	0	0	0	0	18
5-Pierce	64	111	22	0	0	0	0	0	197
Total	429	602	118	0	0	0	0	0	1,149

Phase	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
10-Agency Administration	68	50	0	0	0	0	0	0	118
30-Final Design & Specification	34	115	0	0	0	0	0	0	149
40-ROW Acquisition & Permits	10	25	0	0	0	0	0	0	35
50-Construction	318	412	118	0	0	0	0	0	848
Total	429	602	118	0	0	0	0	0	1,149

## Service Delivery

**7x755**

### Sounder ST2 Fleet Expansion

Scope: Fleet expansion to add additional trips between Seattle and Lakewood including 3 locomotives and up to 17 coaches and cab cars. The number of coaches and cab cars that will be procured will be refined based on ridership trends and forecasts. Three locomotives were ordered from Motive Power, Inc. in Q3 2011 for delivery in Q3 2012 (Motion No. M2011-61).

Changes since 2011 budget: Project budget is increased by \$750 Thousand to reflect engineering and spare parts purchases associated with the locomotive procurement which were previously carried in the transit operations budgets. These costs will be capitalized as part of the locomotive procurement.

Capital Budget (in YOE dollars)	
Phase Gate Passed:	N/A
Baseline:	-
2011 TIP:	\$15,546
2012 TIP :	\$16,296

ST2 Project Cost Estimate (in 2011 dollars)	
2008 Cost Estimate:	N/A
2011 Cost Estimate:	N/A
2012 Cost Estimate:	N/A

#### TIP Cashflow (in thousands)

Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
5-Pierce	0	16,296	0	0	0	0	0	0	16,296
Total	0	16,296	0	0	0	0	0	0	16,296
Phase	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
20-Pre-Engineering/Env Review	0	250	0	0	0	0	0	0	250
70-Vehicles	0	16,046	0	0	0	0	0	0	16,046
Total	0	16,296	0	0	0	0	0	0	16,296

## Service Delivery

**7x757**

### Tacoma Link Auxiliary Power Supply Replacement

Scope: Procurement and installation of a new Auxiliary Power Supply System for Tacoma Link. The current installed auxiliary inverter systems have reached the end of their useful life. On hand replacement parts are running out and a long-term solution is needed to ensure reliability of the Tacoma Link Service. The OEM hardware in this system is outdated, no longer in production, and can no longer be purchased new. Technical support and repair of the superseded OEM hardware is also no longer available. Repair of the existing individual hardware components is not recommended nor authorized by the hardware manufacturer (Semikron). The manufacturer of the hardware does not recommend installing new or old style modules in the current system design. This project will be completed in 2012.

Changes since 2011 budget: None

Capital Budget (in YOE dollars)	
Phase Gate Passed:	N/A
Baseline:	-
2011TIP:	\$424
2012 TIP :	\$424

ST2 Project Cost Estimate (in 2011 dollars)	
2008 Cost Estimate:	N/A
2011 Cost Estimate:	N/A
2012 Cost Estimate:	N/A

#### TIP Cashflow (in thousands)

Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
5-Pierce	0	324	100	0	0	0	0	0	424
Total	0	324	100	0	0	0	0	0	424
Phase	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
50-Construction	0	324	100	0	0	0	0	0	424
Total	0	324	100	0	0	0	0	0	424



## Service Delivery

**7X758**

### Tacoma Link LRV Communications Upgrade

Scope: Procurement and installation of a new communications system for Tacoma Link. System replacement is necessary due to the age and technology associated with the existing parts and support that are becoming more and more limited. Tacoma Link Maintenance will take action to contact the original equipment manufacturers and compile all available options for updating the interface of software and/or hardware components.

Changes since 2011 budget: None

Capital Budget (in YOE dollars)	
Phase Gate Passed:	N/A
Baseline:	-
2011TIP:	\$371
2012 TIP :	\$371

ST2 Project Cost Estimate (in 2011 dollars)	
2008 Cost Estimate:	N/A
2011 Cost Estimate:	N/A
2012 Cost Estimate:	N/A

#### TIP Cashflow (in thousands)

Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
5-Pierce	0	371	0	0	0	0	0	0	371
Total	0	371	0	0	0	0	0	0	371
Phase	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
10-Agency Administration	0	21	0	0	0	0	0	0	21
50-Construction	0	350	0	0	0	0	0	0	350
Total	0	371	0	0	0	0	0	0	371

## Service Delivery

**7x759**

### Sounder Positive Train Control

Changes since 2011 budget: This project is proposed to be combined with the Positive Train Control project in the Sounder Capital budget, with all funding moving to that project, managed by DECM.

<b>Capital Budget (in YOE dollars)</b>	
Phase Gate Passed:	N/A
Baseline:	-
2011TIP:	\$5,959
2012 TIP :	\$0

<b>ST2 Project Cost Estimate (in 2011 dollars)</b>	
2008 Cost Estimate:	N/A
2011 Cost Estimate:	N/A
2012 Cost Estimate:	N/A

#### TIP Cashflow (in thousands)

Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
1-Snohomish	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0
Phase	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
10-Agency Administration	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

## Service Delivery

**7x760**

### Link OMF Laydown Area Improvements

Scope: Original designs for the Link Operations and Maintenance Facility (OMF) included plans for a lay down area which allows for exterior storage of equipment that would be used for operations and maintenance of the system. This project would use space currently occupied by construction trailers. The space will be resurfaced and will provide a canopy for minimal protection from the elements. The project will be completed in 2011.

Changes since 2011 budget: None

Capital Budget (in YOE dollars)	
Phase Gate Passed:	N/A
Baseline:	-
2011TIP:	\$250
2012 TIP :	\$250

ST2 Project Cost Estimate (in 2011 dollars)	
2008 Cost Estimate:	N/A
2011 Cost Estimate:	N/A
2012 Cost Estimate:	N/A

#### TIP Cashflow (in thousands)

Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
2-North King	67	100	0	0	0	0	0	0	173
3-South King	33	50	0	0	0	0	0	0	78
Total	100	150	0	0	0	0	0	0	250
Phase	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
50-Construction	100	150	0	0	0	0	0	0	250
Total	100	150	0	0	0	0	0	0	250

## Service Delivery

**7x761**

### Network Phones at the Link Control Center

Scope: The current emVista system in the Link Control Center (LCC) is not compatible with the Agency Cisco phone system. The current system also provides interference on the King County radio communications, rendering EmVista inadequate. The replacement system will allow for communications between operators and the LCC without interference on other supporting systems.

The project is expected to be completed in 2012.

Changes since 2011 budget: None

Capital Budget (in YOE dollars)	
Phase Gate Passed:	N/A
Baseline:	-
2011TIP:	\$200
2012 TIP :	\$200

ST2 Project Cost Estimate (in 2011 dollars)	
2008 Cost Estimate:	N/A
2011 Cost Estimate:	N/A
2012 Cost Estimate:	N/A

#### TIP Cashflow (in thousands)

Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
2-North King	0	138	0	0	0	0	0	0	138
3-South King	0	62	0	0	0	0	0	0	62
Total	0	200	0	0	0	0	0	0	200
Phase	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
50-Construction	0	200	0	0	0	0	0	0	200
Total	0	200	0	0	0	0	0	0	200

## Service Delivery

**7x762**

### Link LRV Wash Bay Doors

Scope: The Central Link OMF light rail vehicle wash bay is currently open to the elements. During winter, this creates the possibility for freezing surfaces causing a safety hazard. Doors would also enhance worker comfort. The project is expected to be completed in 2011.

Changes since 2011 budget: The Lifetime Budget was amended to increase by \$146,000. The 2012 Annual Budget was increased by the same amount.

Capital Budget (in YOE dollars)	
Phase Gate Passed:	N/A
Baseline:	-
2011TIP:	\$200
2012 TIP :	\$346

ST2 Project Cost Estimate (in 2011 dollars)	
2008 Cost Estimate:	N/A
2011 Cost Estimate:	N/A
2012 Cost Estimate:	N/A

#### TIP Cashflow (in thousands)

Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
2-North King	21	210	0	0	0	0	0	0	231
3-South King	10	104	0	0	0	0	0	0	115
Total	31	315	0	0	0	0	0	0	346

Phase	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
10-Agency Administration	19	8	0	0	0	0	0	0	27
20-Pre-Engineering/Env Review	13	49	0	0	0	0	0	0	62
50-Construction	0	238	0	0	0	0	0	0	238
90-Contingency	0	20	0	0	0	0	0	0	20
Total	31	315	0	0	0	0	0	0	346

## Service Delivery

**7x763**

### Radio Upgrade

Scope: The existing radio technology used on Link does not allow for seamless communications between the Link Control Center and non-Link staff who support the Downtown Seattle Transit Tunnel and joint bus/rail operations, such as Service Quality and Power and Facilities. The existing emVista program will not be able to adapt to new technologies being implemented by King County. The project will be completed in 2012.

Changes since 2011 budget: None

Capital Budget (in YOE dollars)	
Phase Gate Passed:	N/A
Baseline:	-
2011TIP:	\$750
2012 TIP :	\$750

ST2 Project Cost Estimate (in 2011 dollars)	
2008 Cost Estimate:	N/A
2011 Cost Estimate:	N/A
2012 Cost Estimate:	N/A

#### TIP Cashflow (in thousands)

Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
2-North King	3	245	0	0	0	0	0	0	518
3-South King	6	496	0	0	0	0	0	0	233
Total	9	741	0	0	0	0	0	0	750
Phase	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
50-Construction	9	741	0	0	0	0	0	0	750
Total	9	741	0	0	0	0	0	0	750

## Service Delivery

**7x765**

### Auburn Station: Post Tension Cable Repair

Scope: Auburn Station: The post tension cables are the reinforcement holding together the structural slab at the Auburn garage. The presence of grease leaking out of the post tension cable grout pockets indicates water penetration and may require a complete remediation. Removal of failed grout pockets and replacement of the grease-filled caps may be the solution, or it may require more extensive remediation. The budget funds complete remediation.

Changes since 2011 budget: This project was completed under warranty. The budget for this project has been removed.

Capital Budget (in YOE dollars)	
Phase Gate Passed:	N/A
Baseline:	-
2011TIP:	\$525
2012 TIP :	\$0

ST2 Project Cost Estimate (in 2011 dollars)	
2008 Cost Estimate:	N/A
2011 Cost Estimate:	N/A
2012 Cost Estimate:	N/A

#### TIP Cashflow (in thousands)

Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
3-South King	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0
Phase	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
50-Construction	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

## Service Delivery

**7x768**

### Federal Way: Post Tension Cable Repair

Scope: The post tension cables are the reinforcement holding together the structural slab at the Federal Way garage. The presence of grease leaking out of the post tension cable grout pockets indicates water penetration and may require a complete remediation. Removal of failed grout pockets and replacement of the grease-filled caps may be the solution, or it may require more extensive remediation. The budget funds complete remediation.

Changes since 2011 budget: None

Capital Budget (in YOE dollars)	
Phase Gate Passed:	N/A
Baseline:	-
2011TIP:	\$525
2012 TIP :	\$525

ST2 Project Cost Estimate (in 2011 dollars)	
2008 Cost Estimate:	N/A
2011 Cost Estimate:	N/A
2012 Cost Estimate:	N/A

#### TIP Cashflow (in thousands)

Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
3-South King	0	0	525	0	0	0	0	0	525
Total	0	0	525	0	0	0	0	0	525
Phase	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
50-Construction	0	0	525	0	0	0	0	0	525
Total	0	0	525	0	0	0	0	0	525



## Service Delivery

**7x770**

### Sounder Vehicle Maintenance Program

Scope: Transportation maintenance projects have not historically been classified in the same manner as traditional capital budgets. Typically, they are classified as either preservation or improvement projects.

Major Locomotive Overhauls: This project is a preservation project to maintain, preserve, and extend the life of these existing assets (locomotives). It will not significantly change the program use of the asset.

Engine Overhauls: Currently there are 11 locomotives operating for Sounder. Maintenance overhauls are required to ensure the continued performance of the asset – the locomotives were purchased in 2000 and 2001 and have continued to perform over the past 12 years without a major overhaul. Cost per locomotive is \$1.3M with a total of eleven locomotives.

The completion of these projects will take 5 years which will allow the Sounder services to operate at current levels without service disruption.

Truck Overhauls: A five-year project, for 58 cars with a cost of \$36K per car. Twelve cars expected to be overhauled in 2012.

Door Motor Replacement: Passenger door motors with a cost of \$7.5K per car (two motors per car) and currently forecast to replace 12 car motors in 2012.

Changes since 2011 budget: New project in 2012 TIP.

Capital Budget (in YOE dollars)	
Phase Gate Passed:	Gate 1- Enter Project Development
Baseline:	-
2011TIP:	\$0
2012 TIP :	\$17,412

ST2 Project Cost Estimate (in 2011 dollars)	
2008 Cost Estimate:	N/A
2011 Cost Estimate:	N/A
2012 Cost Estimate:	N/A

#### TIP Cashflow (in thousands)

Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
1-Snohomish	0	556	1,282	1,282	1,276	495	0	0	4,910
3-South King	0	777	1,791	1,791	1,782	691	0	0	6,860
5-Pierce	0	639	1,473	1,473	1,466	569	0	0	5,642
Total	0	1,973	4,547	4,547	4,524	1,822	0	0	17,412

Phase	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
10-Agency Administration	0	11	11	11	11	4	0	0	46
20-Pre-Engineering/Env Review	0	28	23	23	0	0	0	0	74
30-Final Design & Specification	0	113	91	91	91	63	0	0	450
70-Vehicles	0	1,822	4,422	4,422	4,422	1,755	0	0	16,843
Total	0	1,973	4,547	4,547	4,524	1,822	0	0	17,412

## Service Delivery

**7x771**

### Station Midlife Maintenance

Scope: Aging Sound Transit facilities have now been in service for more than ten years. They are now reaching their midlife maintenance stage. This is a multi-location midlife program with projects as follows:

Auburn Station \$877,166; Kent Station \$191,486; Sumner Station \$258,761; Puyallup Station \$154,430 – concrete patching; ADA handrails; guard rails; caulking on roof; replacement of broken tile; painting of shelters; and asphalt lot repaving, resealing, and restriping.

Kent Garage: \$33,000 for seal coat of the top level of the garage.

Tukwila Station: \$14,250 for plywood platform rehab.

King Street Station: \$69,574 for concrete patching, installation of guardrail, caulking, and repainting.

South Hill Park and Ride: \$178,000 for caulking and painting of shelters, railing, and misc fixtures; asphalt lot repaving, resealing, and restriping.

Changes since 2011 budget: New project in 2012 TIP.

Capital Budget (in YOE dollars)		ST2 Project Cost Estimate (in 2011 dollars)	
Phase Gate Passed:	Gate 1- Enter Project Development	2008 Cost Estimate:	N/A
Baseline:	-	2011 Cost Estimate:	N/A
2011TIP:	\$0	2012 Cost Estimate:	N/A
2012 TIP :	\$1,750		

#### TIP Cashflow (in thousands)

Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
3-South King	0	1,279	0	0	0	0	0	0	1,279
5-Pierce	0	471	0	0	0	0	0	0	471
Total	0	1,750	0	0	0	0	0	0	1,750

Phase	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
10-Agency Administration	0	15	0	0	0	0	0	0	15
20-Pre-Engineering/Env Review	0	25	0	0	0	0	0	0	25
30-Final Design & Specification	0	50	0	0	0	0	0	0	50
50-Construction	0	1,600	0	0	0	0	0	0	1,600
90-Contingency	0	60	0	0	0	0	0	0	60
Total	0	1,750	0	0	0	0	0	0	1,750

## Service Delivery

**7x772**

### ST Express Security Camera Retrofit

Scope: Onboard video surveillance systems have proven to improve safety, security, and incident/accident investigations. This project is to retrofit 17 ST Express Coaches with Video Camera system.

Changes since 2011 budget: New project in 2012 TIP

Capital Budget (in YOY dollars)	ST2 Project Cost Estimate (in 2011 dollars)
Phase Gate Passed:	N/A
Baseline:	-
2011TIP:	\$0
2012 TIP :	\$209
2008 Cost Estimate:	N/A
2011 Cost Estimate:	N/A
2012 Cost Estimate:	N/A

#### TIP Cashflow (in thousands)

Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
1-Snohomish	0	35	0	0	0	0	0	0	35
3-South King	0	22	0	0	0	0	0	0	22
4-East King	0	97	0	0	0	0	0	0	97
5-Pierce	0	55	0	0	0	0	0	0	55
Total	0	209	0	0	0	0	0	0	209
Phase	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
50-Construction	0	209	0	0	0	0	0	0	209
Total	0	209	0	0	0	0	0	0	209

## Service Delivery

**7x773**

### HVAC for Traction Power Sub Station (TPSS)

Scope: Air conditioning is required in the Traction Power Sub Station (TPSS) Buildings. Temperature is a well-known and well-documented enemy to all electronic equipment, PCs, servers, and other TPSS equipment. High temperatures can adversely affect power supplies, potentially causing damage to a system's internal components. High temperatures can also prevent UPS devices internal electronics from working properly, thereby leaving connected systems and equipment at risk. The main protection against electrical damage resulting from overheating is by ensuring that systems receive proper cooling. Electricity use consistently generates heat, and that heat must be dissipated properly or damage to equipment will occur.

Changes since 2011 budget: New project in 2012 TIP.

Capital Budget (in YOE dollars)	
Phase Gate Passed:	N/A
Baseline:	-
2011TIP:	\$0
2012 TIP :	\$600

ST2 Project Cost Estimate (in 2011 dollars)	
2008 Cost Estimate:	N/A
2011 Cost Estimate:	N/A
2012 Cost Estimate:	N/A

#### TIP Cashflow (in thousands)

Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
2-North King	0	414	0	0	0	0	0	0	414
3-South King	0	186	0	0	0	0	0	0	186
Total	0	600	0	0	0	0	0	0	600

Phase	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
10-Agency Administration	0	80	0	0	0	0	0	0	80
30-Final Design & Specification	0	80	0	0	0	0	0	0	80
50-Construction	0	400	0	0	0	0	0	0	400
90-Contingency	0	40	0	0	0	0	0	0	40
Total	0	600	0	0	0	0	0	0	600

## Service Delivery

**7x774**

### Central Link HVAC - Instrument House & UPS Room

Scope: Air conditioning is required in the uninterruptible power supply (UPS) rooms and signal houses. Temperature is a well-known and well-documented enemy of switches, PCs, servers, and other equipment. High temperatures can adversely affect power supplies, potentially causing damage to a system's internal components. High temperatures can also prevent UPS device's internal electronics from working properly, thereby leaving connected systems and equipment at risk. The main protection against electrical damage resulting from overheating is by ensuring that systems receive proper cooling. Electricity use consistently generates heat, and that heat must be dissipated properly or damage and potential data loss will result.

Changes since 2011 budget: New project in 2012 TIP.

Capital Budget (in YOE dollars)	
Phase Gate Passed:	N/A
Baseline:	-
2011TIP:	\$0
2012 TIP :	\$420

ST2 Project Cost Estimate (in 2011 dollars)	
2008 Cost Estimate:	N/A
2011 Cost Estimate:	N/A
2012 Cost Estimate:	N/A

#### TIP Cashflow (in thousands)

Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
2-North King	0	290	0	0	0	0	0	0	290
3-South King	0	130	0	0	0	0	0	0	130
Total	0	420	0	0	0	0	0	0	420

Phase	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
10-Agency Administration	0	56	0	0	0	0	0	0	56
30-Final Design & Specification	0	56	0	0	0	0	0	0	56
50-Construction	0	280	0	0	0	0	0	0	280
90-Contingency	0	28	0	0	0	0	0	0	28
Total	0	420	0	0	0	0	0	0	420

## Service Delivery

**7x775**

### Central Link Card Readers

Scope: This project was created to install card readers on all doors at Central Link Stations public areas that were excluded during construction. These card readers are required to ensure a secure premises, eliminate the need to issue keys to a large number of staff, and to ensure consistency in key control.

Changes since 2011 budget: New project in 2012.

Capital Budget (in YOE dollars)	
Phase Gate Passed:	N/A
Baseline:	-
2011TIP:	\$0
2012 TIP :	\$373

ST2 Project Cost Estimate (in 2011 dollars)	
2008 Cost Estimate:	N/A
2011 Cost Estimate:	N/A
2012 Cost Estimate:	N/A

#### TIP Cashflow (in thousands)

Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
2-North King	0	257	0	0	0	0	0	0	257
3-South King	0	116	0	0	0	0	0	0	116
Total	0	373	0	0	0	0	0	0	373

Phase	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
10-Agency Administration	0	50	0	0	0	0	0	0	50
30-Final Design & Specification	0	50	0	0	0	0	0	0	50
50-Construction	0	249	0	0	0	0	0	0	249
90-Contingency	0	25	0	0	0	0	0	0	25
Total	0	373	0	0	0	0	0	0	373

## Service Delivery

**7x776**

### Central Link OMF UPS Room Improvement

Scope: During the original construction it was deemed that the flooring in the originally planned area wasn't structurally sound enough to support the weight of the battery modules. By change order, the uninterruptible power supply (UPS) modules were moved from the server room to the third floor Warehouse mezzanine. The relocation from an environmentally controlled room conducive to sustaining the full life cycle of the batteries to an open area with limited environmental control has an adverse affect to the expected life cycle of the batteries.

To protect the life cycle of the batteries, to control the battery charging vapors and to contain any corrosive chemical spills, there is a need to enclose the battery modules in an environmentally controlled room.

Changes since 2011 budget: New project in 2012 TIP.

Capital Budget (in YOE dollars)	
Phase Gate Passed:	N/A
Baseline:	-
2011TIP:	\$0
2012 TIP :	\$108

ST2 Project Cost Estimate (in 2011 dollars)	
2008 Cost Estimate:	N/A
2011 Cost Estimate:	N/A
2012 Cost Estimate:	N/A

#### TIP Cashflow (in thousands)

Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
2-North King	0	74	0	0	0	0	0	0	74
3-South King	0	33	0	0	0	0	0	0	33
Total	0	108	0	0	0	0	0	0	108

Phase	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
10-Agency Administration	0	14	0	0	0	0	0	0	14
30-Final Design & Specification	0	14	0	0	0	0	0	0	14
50-Construction	0	72	0	0	0	0	0	0	72
90-Contingency	0	7	0	0	0	0	0	0	7
Total	0	108	0	0	0	0	0	0	108

## Service Delivery

7x777

### Central Link Overhead Catenary System Tie Switch

Scope: This project is created to install a mechanical means (Tie Switch) to electrically bridge the OCS section insulators at approximately 34 various locations throughout the Central Link alignment. These switches are required to perform an important function to electrically bridge adjacent OCS sections in order to provide bi-directional feeding between sections during TPSS inspections and maintenance. In most cases when all section insulator's (SI) are open and all breakers are racked out, some small segments of track or crossovers on the mainline are left without a feed. This change will allow electrical workers to conduct traction power substation inspections and maintenance much more efficiently by allowing the inspections to be completed without the need to re-energize/de-energize the substation multiple times over the course of an inspection. As a result, this will allow for continued operations of Central Link during TPSS maintenance and/or power outages.

Changes since 2011 budget: New project in 2012 TIP.

Capital Budget (in YOE dollars)	
Phase Gate Passed:	N/A
Baseline:	-
2011TIP:	\$0
2012 TIP :	\$3,000

ST2 Project Cost Estimate (in 2011 dollars)	
2008 Cost Estimate:	N/A
2011 Cost Estimate:	N/A
2012 Cost Estimate:	N/A

#### TIP Cashflow (in thousands)

Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
2-North King	0	966	966	138	0	0	0	0	2,070
3-South King	0	434	434	62	0	0	0	0	930
Total	0	1,400	1,400	200	0	0	0	0	3,000

Phase	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
10-Agency Administration	0	200	200	0	0	0	0	0	400
30-Final Design & Specification	0	200	200	0	0	0	0	0	400
50-Construction	0	1,000	1,000	0	0	0	0	0	2,000
90-Contingency	0	0	0	200	0	0	0	0	200
Total	0	1,400	1,400	200	0	0	0	0	3,000



## Service Delivery

**7x778**

### Benchtest Equipment

Scope: Follow on equipment purchases in support of LRV maintenance originally included in the initial segment but deferred during the initial construction. The purchase of the propulsion system equipment tester will be used to test circuit boards and other electrical components within the LRV propulsion system. This equipment will provide more effective and timely diagnostics of problems within the LRV propulsion system, thereby reducing down time and service fees.

Changes since 2011 budget: New project in 2012 TIP.

<b>Capital Budget (in YOE dollars)</b>	
Phase Gate Passed:	N/A
Baseline:	-
2011TIP:	\$0
2012 TIP :	\$700

<b>ST2 Project Cost Estimate (in 2011 dollars)</b>	
2008 Cost Estimate:	N/A
2011 Cost Estimate:	N/A
2012 Cost Estimate:	N/A

#### TIP Cashflow (in thousands)

Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
2-North King	0	483	0	0	0	0	0	0	483
3-South King	0	217	0	0	0	0	0	0	217
Total	0	700	0	0	0	0	0	0	700

Phase	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
50-Construction	0	700	0	0	0	0	0	0	700
Total	0	700	0	0	0	0	0	0	700

## Service Delivery

**7x779**

### Security Radios

Scope: This project was created to procure radios for security and fare enforcement personnel. The 800 Megahertz Radio project modernizes Sound Transit's communications capabilities, by migrating to a system where Sound Transit can communicate amongs itself and with outside agencies in the event of an emergency or disaster. Beginning with Security and Station Agents, the 800Minz radio system is scalable to all departments and divisions within Sound Transit and is interoperable with the Central Link radio system. The project will provide Sound Transit with a response and situational awareness not achievable with the current cell phone push to talk system.

Changes since 2011: New project in 2012 TIP

Capital Budget (in YOE dollars)	
Phase Gate Passed:	N/A
Baseline:	-
2011TIP:	\$0
2012 TIP :	\$314

ST2 Project Cost Estimate (in 2011 dollars)	
2008 Cost Estimate:	N/A
2011 Cost Estimate:	N/A
2012 Cost Estimate:	N/A

#### TIP Cashflow (in thousands)

Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
1-Snohomish	0	31	0	0	0	0	0	0	31
2-North King	0	126	0	0	0	0	0	0	126
3-South King	0	126	0	0	0	0	0	0	126
5-Pierce	0	31	0	0	0	0	0	0	31
Total	0	314	0	0	0	0	0	0	314
Phase	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
10-Agency Administration	0	29	0	0	0	0	0	0	29
50-Construction	0	285	0	0	0	0	0	0	285
Total	0	314	0	0	0	0	0	0	314

## Other Agency Projects

### Program Description

Other Agency Projects are not part of a specific mode or program, but are critical to the successful operation of the agency. These projects include Fare Integration, Fare Administration, Research and Technology, ST3 Planning, STart (public art program), Transit Oriented Development, and Surplus Property Disposition.

### Capital and Operating Plan

The TIP includes a number of agency projects that may have both capital and operating budgets.

#### Fare Integration

Fare integration is a Sound Move program to develop a uniform, single-ticket fare system and an integrated fare policy for seven of the region's public transit agencies. This new electronic fare system allows riders and employers providing transit benefits to load and reload payments onto reusable fare cards, eliminating the need for monthly paper pass purchases. The smart card system benefits transit agencies by speeding boardings and automatically tracking and distributing fare revenue among participating transit agencies.

#### Fare Administration

The fare administration program manages fares and pricing for Sound Transit. Program elements include:

- Monitor fare revenue and tracking performance.
- Establish pricing for cash fares, retail passes, and business account contracts.
- Manage fare change processes.
- Title VI analyses and mitigation.
- Production, distribution, and tracking of all discounted and free fare media.
- Administer Sound Transit fare policy.
- Coordinate pricing and fare policy with partner agencies.
- Maintain fare elasticity and revenue projection models.

The program also supports initiatives for earned revenue generation from other potential priced services such as parking and concessions. Initiated in 2010, this program employs systems developed under the fare integration program and includes funds for future ORCA system upgrades.

#### Research and Technology

In 2002, the Sound Transit Board approved the Sound Transit Technology Plan. The resulting research and technology program includes initiatives to research, fund, and implement new systems to support multi-modal transit type technology applications, improve visual and en-route passenger information, and increase security among our facilities and services. The ST2 program extended funding for this program.

#### ST3 Planning

The ST2 voter initiative included planning funds for future regional transit system expansion. This program funds specific corridor studies as well as planning for a potential vote on system expansion.

### STart (Public Art Program)

The Sound Transit Art Program, *STart*, is responsible for incorporating public art into our systems and facilities. The artwork reflects the communities served and contributes to a positive experience for customers. Sound Transit's board established a public art budget calculated as 1% of capital construction costs, excluding tunneling costs.

### Transit Oriented Development (TOD)

Established in 1997, the TOD program's mission is to create transit supported development and communities at Sound Transit facilities and station areas by working with local jurisdictions, property owners, and developers. Currently, there are two active programs within TOD: the initial program, TOD Planning, has a \$1.6 million operating budget; the new TOD Property Disposition program has a lifetime budget of \$5.6 million. This new program is being established to ready potential TOD properties for sale following Link light rail construction.

### Surplus Property Disposition

In addition to properties earmarked for transit-oriented development, there are a number of properties that are considered surplus due to size or location and will be sold. A new four-year program to accomplish these sales begins in 2012, with a lifetime budget of \$1.1 million.

### ***New Projects***

- Transit Oriented Development added a program referred to as TOD Property Disposition. This increases TOD's scope of work to prepare surplus land for use in TOD projects.
- Surplus Property Disposition is a new project in 2012. Funds will be used over the next four years to prepare known surplus properties for sale.

### ***Projects Changes***

- ST3 Planning project lifetime budget has an adjusted cashflow to allow for a partnership with the City of Seattle in a Street Car Planning Study focused on the routes from downtown to the Ballard neighborhood, with a budget of \$2 million in 2012. The lifetime budget remains unchanged.

### ***Budget Changes***

- Fare Integration's total lifetime budget increases by \$0.4 million to complete implementation of the ORCA smart card system.
- Fare Administration's total lifetime budget decreases by \$0.4 million due to a \$0.1 million decrease in capital expenditures and a \$0.3 million decrease in operating expenses. These amounts were added to Fare Integration to complete implementation of ORCA.
- Research and Technology's budget remains unchanged with the exception of shifting budget from operations to capital. The result increases the capital budget by \$17.9 million to \$22.4 million, with \$2.5 million in the operating budget.
- TOD Property Disposition is a new program in 2012 with a lifetime operating budget of \$5.6 million. This budget funds preparation of suitable properties for transit-oriented development.
- Surplus Property Disposition is a new program in 2012 with a lifetime operating budget of \$1.1 million.

# Other Agency Projects

## 2012 TIP Cashflow by Program

(in thousands)

	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
<b>Operating</b>									
1x902 ST3 Planning	0	2,000	0	0	20,000	15,000	13,000	21,000	71,000
5x405 Fare Administration	191	665	265	215	115	85	395	2,100	4,031
5x405A Fare Integration	23,488	42	0	0	0	0	0	0	23,530
5x410 Research & Technology	293	300	200	200	200	200	200	892	2,486
5x410A Research & Technology (1997-2009)	4,348	0	0	0	0	0	0	0	4,348
6x000 Start	306	110	101	106	106	106	106	837	1,777
8X341A TOD Property Disposition	0	1,242	167	709	217	482	338	2,446	5,601
8x341B TOD Planning	1,043	225	150	150	73	0	0	0	1,640
8x342 Surplus Property Disposition	0	295	227	226	186	160	0	0	1,094
<b>Subtotal:</b>	<b>29,669</b>	<b>4,879</b>	<b>1,110</b>	<b>1,607</b>	<b>20,997</b>	<b>16,033</b>	<b>14,039</b>	<b>27,275</b>	<b>115,509</b>
<b>Capital</b>									
5x405 Fare Administration	0	60	2,208	50	200	2,750	200	11,090	16,558
5x405A Fare Integration	15,231	467	0	0	0	0	0	0	15,698
5x410 Research & Technology	1,525	2,279	2,000	2,000	2,000	2,000	2,000	8,567	22,371
5x410A Research & Technology (1997-2009)	4,927	0	0	0	0	0	0	0	4,927
6x000 Start	13,018	1,826	1,266	1,596	1,572	1,129	161	31,849	52,417
8x340 TOD - Ashway	100	0	0	0	0	0	0	0	100
<b>Subtotal:</b>	<b>34,801</b>	<b>4,631</b>	<b>5,473</b>	<b>3,646</b>	<b>3,772</b>	<b>5,879</b>	<b>2,361</b>	<b>51,505</b>	<b>112,069</b>
<b>Grand Total:</b>	<b>64,471</b>	<b>9,510</b>	<b>6,583</b>	<b>5,253</b>	<b>24,669</b>	<b>21,912</b>	<b>16,400</b>	<b>78,780</b>	<b>227,578</b>

## Other Agency Projects

<b>1x902</b>	<b>ST3 Planning</b>
--------------	---------------------

Scope: ST3 Planning is a program to study future expansion of the regional transit system. The lifetime budget funds specific corridor studies as well as funding for planning and a potential vote on an additional system expansion.

In December 2011, the Board adopted a budget amendment (Resolution No. R2011-18, capital amendment 5) to allow for a partnership with the City of Seattle in a Street Car Planning Study focused on the routes from downtown to the Ballard neighborhood, with a budget of \$2 million in 2012.

Changes since 2011 budget: There is no change to the lifetime budget.

Budget (in YOE dollars)	
Baseline Budget:	-
2011 TIP:	\$71,000
2012 TIP:	\$71,000

### TIP Cashflow (in thousands)

<b>Operating</b>										
Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total	
6- Systemwide	0	2,000	0	0	20,000	15,000	13,000	21,000	71,000	
Total	0	2,000	0	0	20,000	15,000	13,000	21,000	71,000	

## Other Agency Projects

**5x405**

### Fare Administration

The Fare Administration program manages fares and pricing for Sound Transit. Elements include: monitoring fare revenue and tracking performance; establishing pricing for cash fares, retail passes, and business account contracts; managing fare change processes; Title VI analyses and mitigation; production, distribution, and tracking of all discounted and free fare media; administering Sound Transit fare policy; coordinating pricing and fare policy with partner agencies; and maintaining fare elasticity and revenue projection models. The program also supports initiatives for earned revenue generation from other potentially priced services such as parking and concessions. Initiated in 2010, this program relies on use of and builds upon the systems developed under the Fare Integration program and includes funds for upgrades to the ORCA system.

Changes since 2011 budget: Fare Administration capital and operating budgets are decreased by \$0.4M. The funds were moved to Fare Integration to match historic costs plus expected 2012 expenditures for that program.

Budget (in YOE dollars)	
Baseline Budget:	-
2011 TIP:	\$20,984
2012 TIP:	\$20,589

#### TIP Cashflow (in thousands)

Operating									
Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
6- Systemwide	191	665	265	215	115	85	395	2,100	4,031
Total	191	665	265	215	115	85	395	2,100	4,031

Capital									
Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
6-Systemwide	0	60	2,208	50	200	2,750	200	11,090	16,558
Total	0	60	2,208	50	200	2,750	200	11,090	16,558

## Other Agency Projects

**5x405A**

### Fare Integration

The purpose of the Fare Integration Program is to develop a uniform, single-ticket fare system, and integrated fare policy for the region's entire public transit service network. In 2003, the program focused on design and development of the regional smart card system. The ORCA smart card is a cooperative effort of seven transit agencies including Sound Transit, Community Transit, Everett Transit, King County Metro, Kitsap Transit, Pierce Transit, and Washington State Ferries. This new electronic fare system allows riders and employers providing transit benefits to reload passes and stored value onto reusable fare cards, eliminating the need for monthly paper pass purchases. The smart card system benefits transit agencies by speeding boardings and automatically tracking and distributing fare revenue among participants. In September 2009, Sound Transit's Fare Integration Program and representatives from other agencies completed initial roll out of a seamless fare payment system among the seven agencies. The regional system is expected to reach its Final System Acceptance milestone in late 2011. Sound Transit's Fare Integration program finally closes out in 2012.

Changes since 2011 budget: Fare Integration capital and operating budgets are being increased by \$0.4M in total to match historic costs plus expected 2012 expenditures.

Budget (in YOE dollars)	
Baseline Budget:	-
2011 TIP:	\$38,833
2012 TIP:	\$39,228

#### TIP Cashflow (in thousands)

Operating									
Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
6- Systemwide	23,488	42	0	0	0	0	0	0	23,530
Total	23,488	42	0	0	0	0	0	0	23,530

Capital									
Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
6-Systemwide	15,231	467	0	0	0	0	0	0	15,698
Total	15,231	467	0	0	0	0	0	0	15,698



## Other Agency Projects

**5x410**

### Research & Technology

The Research and Technology Program was created to assess transit technology research and implement new transit technologies to improve the effectiveness and efficiency of public transit. This program focuses on security and safety technology through the transit system, real-time service information, and passenger communications, and deploying applications to better manage operations.

Changes since 2011 budget: None.

Budget (in YOE dollars)	
Baseline Budget:	-
2011 TIP:	\$24,856
2012 TIP:	\$24,856

#### TIP Cashflow (in thousands)

<b>Operating</b>									
Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
6- Systemwide	293	300	200	200	200	200	200	892	2,486
Total	293	300	200	200	200	200	200	892	2,486

<b>Capital</b>									
Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
6-Systemwide	1,525	2,279	2,000	2,000	2,000	2,000	2,000	8,567	22,371
Total	1,525	2,279	2,000	2,000	2,000	2,000	2,000	8,567	22,371

## Other Agency Projects

<b>6x000</b>	<b>SStart</b>
--------------	---------------

Scope: The Sound Transit Art Program - SStart - is responsible for incorporating public art into Sound Transit systems and facilities. The artwork will reflect the communities served and contribute to a positive experience for customers. The board supports a public art budget of 1% of construction costs excluding tunneling for all Sound Move and ST2 projects.

Changes since 2011 budget: None

Budget (in YOE dollars)	
Baseline Budget:	\$54,194
2011:	\$54,194
2012:	\$54,194

ST2 Project Cost Estimate (in 2011 dollars)	
2008 Cost Estimate:	N/A
2011 Cost Estimate:	\$25,197
2012 Cost Estimate:	\$25,197

### TIP Cashflow (in thousands)

Operating									
Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
1- Snohomish	24	9	9	10	10	10	10	92	174
2- North King	142	14	14	16	16	16	16	182	416
3- South King	140	34	30	30	30	30	30	12	336
4- East King	0	28	28	30	30	30	30	547	723
5- Pierce	0	25	20	20	20	20	20	3	128
Total	306	110	101	106	106	106	106	837	1,777

Capital									
Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
1- Snohomish	716	0	40	118	274	0	0	3,989	5,137
2- North King	6,109	443	333	200	470	350	91	4,271	12,265
3- South King	2,077	613	613	613	613	50	50	5,278	9,907
4- East King	2,824	470	200	626	175	709	0	16,330	21,334
5- Pierce	1,292	300	80	40	40	20	20	1,982	3,774
Total	13,018	1,826	1,266	1,596	1,572	1,129	161	31,849	52,417

## Other Agency Projects

**8X341A**

### TOD Property Disposition

For properties acquired to build Link light rail that are no longer required, this new program funds property due diligence, evaluation of potential real estate opportunities, and makes properties available to interested parties. This program only includes properties suitable for TOD based on size and proximity to transit stations .

Changes since 2011 budget: Lifetime budget of \$5.6M.

Budget (in YOE dollars)	
Baseline Budget:	-
2011 TIP:	\$0
2012 TIP:	\$5,601

#### TIP Cashflow (in thousands)

Operating										
Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total	
2- North King	0	1,242	167	709	217	482	338	2,446	5,601	
Total	0	1,242	167	709	217	482	338	2,446	5,601	

## Other Agency Projects

**8x341B**

**TOD Planning**

The program budget funds transit-oriented-development planning throughout the Sound Transit District including external technical assistance to local jurisdictions and internal project support to help identify and shape TOD and joint-development opportunities.

Changes since 2011 budget: None

Budget (in YOE dollars)	
Baseline Budget:	\$1,640
2011 TIP:	\$1,640
2012 TIP:	\$1,640

### TIP Cashflow (in thousands)

<b>Operating</b>									
Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
2- North King	697	150	100	100	49	0	0	0	1,096
3- South King	74	16	11	11	5	0	0	0	117
4- East King	268	58	39	39	19	0	0	0	422
5- Pierce	4	1	1	1	0	0	0	0	6
Total	1,043	225	150	150	73	0	0	0	1,640

## Other Agency Projects

<b>8x342</b>	<b>Surplus Property Disposition</b>
--------------	-------------------------------------

Scope: A new program is established in 2012 to prepare surplus lands for sale. When construction projects are complete, property that is no longer required by the Agency and, due to size or location, is not appropriate for transit-oriented development is considered surplus.

Changes since 2011 budget: Lifetime budget is \$1.094M through 2016.

Budget (in YOE dollars)	
Baseline Budget:	-
2011 TIP:	\$0
2012 TIP:	\$1,094

### TIP Cashflow (in thousands)

<b>Operating</b>									
Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
2- North King	0	295	227	226	186	160	0	0	1,094
Total	0	295	227	226	186	160	0	0	1,094

*This page left intentionally blank*

# AGENCY ADMINISTRATION

The 2012 TIP includes history and forecasts for agency operating expenses and administrative capital outlays as well as reserve fund contributions through 2023 to support the agency's current capital expansion programs.

## Agency Administration Summary

(in thousands)

	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total TIP
Operating	258,960	55,330	55,699	57,608	61,061	64,028	66,331	421,769	1,040,787
Capital	24,149	5,937	4,637	3,345	4,655	2,865	3,294	15,361	64,244
Reserves	140,357	51,886	51,839	51,672	51,816	74,326	77,145	501,574	1,000,615
<b>Total:</b>	<b>423,466</b>	<b>113,154</b>	<b>112,176</b>	<b>112,625</b>	<b>117,532</b>	<b>141,220</b>	<b>146,770</b>	<b>938,704</b>	<b>2,105,646</b>

### Agency Operating

#### Program Description

This budget funds agency staff salaries and benefits and staff-related costs that are not directly charged to projects or allocated to service delivery. Costs for Sound Transit staff that work directly on capital projects or in service delivery are included in the budgets for those specific project or mode of operations, respectively. A portion of the costs for agency staff that work indirectly on capital projects is allocated to the resulting fixed assets. The remaining costs are then charged to systemwide agency administration operating and then allocated to Sound Transit subareas. Debt service and non-operating costs are not included in the TIP.

#### ***Budget Changes***

There are no budget changes in 2012.

### Agency Capital

#### Program Description

##### Administrative Capital

This budget includes equipment for agency staff including office equipment and furniture, tenant improvements, and non-revenue fleet-automobiles.

##### Information Technology Program

This budget includes the costs of agency information technology, both hardware and software; design and implementation of new systems; and upgrades of existing systems. Prioritizations and project selections are managed by Sound Transit's Technology Governance Team.

### ***Project Changes***

The IT program is split from Administrative Capital and has a lifetime budget of \$32.2 million.

### ***Budget Changes***

- Administrative Capital is lower at \$13.3 million after an increase of \$3.8 million and a transfer of \$32.2 million to the new IT program. The \$3.8 million increase was a provision made for future replacement of information technology assets.

## **Agency Reserves**

### **Program Description**

#### Capital Replacement

The capital replacement reserve is a sinking fund to replace agency capital assets. A replacement schedule, based on expected useful life and future cost of assets, is part of the agency's financial plan.

#### Emergency/Loss

While the agency maintains a comprehensive insurance program, the policies do contain retentions (deductibles), which the agency would have to cover in the event of an insurable loss. In such instances, the board, on a case-by-case basis, could authorize use of the emergency/loss fund.

#### Insurance Systemwide

The insurance systemwide reserve is forecasted to be funded beginning in 2016, when major new construction gets underway. It will be available to partially pay for builders' risk insurance in conjunction with funds provided by building contractors.

#### Regional Fund Contingency

The Regional Fund contingency is a Sound Move general agencywide contingency for programming by the board. During 2003, as part of the board action on Smart Card, \$19.9 million (YOE\$) was moved from Regional Fund programs into a Regional Fund contingency account. In 2006, the board adopted a strategic property acquisition program in the financial policy Resolution No. 72-1 to be funded out of the Regional Fund contingency.

#### Systemwide Contingency

The systemwide contingency was established as part of the Sound Move program and was supplemented in the ST2 plan. This fund is set aside to be available for use by the board to deal with unforeseen events, should they occur.

### ***Budget Changes***

- Capital Replacement reserve increases to \$898.4 million from \$762.3 million. The \$136.1 million dollar increase is the result of updating capital asset forecasts in the agency's financial plan.



# Agency Administration

## 2012 TIP Cashflow by Program

(in thousands)

	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
<b>Operating</b>									
0X002	Agency Admin Operating	80,065	55,699	57,608	61,061	64,028	66,331	421,769	861,892
0x003	Agency Admin Operating (1997-2009)	178,895	0	0	0	0	0	0	178,895
	<b>Subtotal:</b>	<b>258,960</b>	<b>55,699</b>	<b>57,608</b>	<b>61,061</b>	<b>64,028</b>	<b>66,331</b>	<b>421,769</b>	<b>1,040,787</b>
<b>Capital</b>									
0x001	Administrative Capital	2,239	1,137	845	1,155	865	1,294	4,309	13,334
0x0011	Information Technology Program	3,235	3,500	2,500	3,500	2,000	2,000	11,052	32,235
0x001A	Administrative Capital (1997-2009)	18,675	0	0	0	0	0	0	18,675
	<b>Subtotal:</b>	<b>24,149</b>	<b>4,637</b>	<b>3,345</b>	<b>4,655</b>	<b>2,865</b>	<b>3,294</b>	<b>15,361</b>	<b>64,244</b>
<b>Reserves</b>									
0X004	Regional Fund Contingency	0	0	0	0	0	0	19,900	19,900
0X005	Systemwide Contingency	0	0	0	0	0	5,000	0	5,000
1x900	Emergency/Loss	9,928	2,000	2,000	2,000	2,000	2,000	16,000	37,928
1x901	Insurance Systemwide	0	0	0	0	5,625	5,625	28,125	39,375
8x500	Capital Replacement	130,429	49,839	49,672	49,816	66,701	64,520	437,549	898,412
	<b>Subtotal:</b>	<b>140,357</b>	<b>51,839</b>	<b>51,672</b>	<b>51,816</b>	<b>74,326</b>	<b>77,145</b>	<b>501,574</b>	<b>1,000,615</b>
	<b>Grand Total:</b>	<b>423,466</b>	<b>113,154</b>	<b>112,176</b>	<b>117,532</b>	<b>141,220</b>	<b>146,770</b>	<b>938,704</b>	<b>2,105,646</b>

## Agency Administration

<b>0X002</b>	<b>Agency Admin Operating</b>
--------------	-------------------------------

Scope: Agency Administration operating funds salary, benefits and staff-related costs that support our capital program indirectly and the Agency overall. This project is for the period 2010 - 2023.

Changes since 2011 budget: 2012 TIP decreased by \$213 million based upon a revised forecast.

Budget (in YOE dollars)	
Baseline Budget:	-
2011 TIP:	\$1,075,061
2012 TIP:	\$861,892

### TIP Cashflow (in thousands)

<b>Operating</b>									
	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
6- Systemwide	80,065	55,330	55,699	57,608	61,061	64,028	66,331	421,769	861,892
Total	80,065	55,330	55,699	57,608	61,061	64,028	66,331	421,769	861,892

## Agency Administration

**0x001**

### Administrative Capital

Scope: This program funds capital expenditures for assets that support Agency staff. Such items include administrative facilities, non-revenue fleet, office equipment and furnishings. Only those items that meet the accounting capitalization threshold of \$5,000 per item are included here. This project includes budgets for the period 2010 - 2023.

Changes since 2011 budget: 2012 TIP budget increased by \$3.8 million to provide for the replacement of IT assets. Subsequently the Board adopted Resolution No. R2011-18 capital amendment 13, which created a separate program for IT by transferring \$32.2 million, thereby reducing the administrative capital budget to \$13.3 million.

Capital Budget (in YOE dollars)	
Phase Gate Passed:	N/A
Baseline:	-
2011 TIP:	\$41,738
2012 TIP:	\$13,334

ST2 Project Cost Estimate (in 2011 dollars)	
2008 Cost Estimate:	N/A
2011 Cost Estimate:	N/A
2012 Cost Estimate:	N/A

#### TIP Cashflow (in thousands)

Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
6-Systemwide	2,239	1,489	1,137	845	1,155	500	1,294	4,309	13,334
Total	2,239	1,489	1,137	845	1,155	865	1,294	4,309	13,334
Phase	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
3-Admin Facilities / Equip. / Furn.	1,587	857	301	0	0	0	0	0	2,745
4-Non-revenue Fleet	406	302	311	320	330	340	496	0	2,505
7-Other	247	330	500	500	800	500	773	4,109	7,759
9-Future Program Allocation	0	0	25	25	25	25	25	200	325
Total	2,239	1,489	1,137	845	1,155	865	1,294	4,309	13,334

## Agency Administration

**0x0011**

### Information Technology Program

Scope: Information Technology Program has been carved out of the Administrative Capital project and is represented independently from 2012. This project provides budget for the costs of agency wide computer, software and other information technology capital projects.

Changes since 2011 budget: New program established with a lifetime budget of \$32.2M.

Capital Budget (in YOE dollars)	
Phase Gate Passed:	N/A
Baseline:	-
2011 TIP:	\$0
2012 TIP:	\$32,235

ST2 Project Cost Estimate (in 2011 dollars)	
2008 Cost Estimate:	N/A
2011 Cost Estimate:	N/A
2012 Cost Estimate:	N/A

#### TIP Cashflow (in thousands)

Subarea	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
6-Systemwide	3,235	4,449	3,500	2,500	3,500	2,000	2,000	11,052	32,235
Total	3,235	4,449	3,500	2,500	3,500	2,000	2,000	11,052	32,235
Phase	Life to Date	2012	2013	2014	2015	2016	2017	Future	Total
90-Contingency	3,235	4,449	3,500	2,500	3,500	2,000	2,000	11,052	32,235
Total	3,235	4,449	3,500	2,500	3,500	2,000	2,000	11,052	32,235

# **APPENDIX A**

## **ST2 COST ESTIMATES**

*This page left intentionally blank*

## SOUND TRANSIT 2 COST ESTIMATES

The agency maintains cost estimates for all of its capital projects that are funded in the agency's financial plan. These estimates are updated as new engineering, right-of-way, public outreach, and other project information are developed. Project cost estimates are updated prior to seeking board authorization of budgets for preliminary engineering, final design, right-of-way acquisition, and baseline budget, which includes total project costs and construction.

ST2 cost estimates were initially developed and reported in 2007 constant-year dollars (2007\$). To enable comparisons between cost estimates, the figures in this appendix have been updated to 2011 constant-year dollars (referred to as "2011\$") based on the agency's August 2011 inflation forecasts. The table on page 183 includes information on:

- **2008 cost estimates** are from the initial ST2 plan approved by voters in November 2008.
- **2011 cost estimates** match the board-endorsed 2011 TIP plus all board adopted changes since its publication.
- **2012 cost estimates** include all ST2 projects currently funded in the agency's financial plan.

The changes to the cost estimates between 2011 and 2012 include:

- East Link increase reflects inclusion of the cost estimate to fund the tunnel option in downtown Bellevue
- In the 2011 TIP, South Corridor HCT encompassed South 200th to South 272nd Street as one estimate. In the Proposed 2012 TIP, South Corridor HCT was divided into two segments: South Corridor HCT – South 200th to Kent-Des Moines and South Corridor HCT Kent-Des Moines to South 272nd Street. The division was done to recognize the capacity of the financial plan to fully fund construction to the South 200th to Kent-Des Moines segment while not having the funds to support any activity of the Kent-Des Moines to South 272nd Street segment. Shortly after the budget was adopted, additional funds were authorized to fund conceptual engineering, alternative analysis, and a Final Environmental Impact Statement (FEIS) to be performed in conjunction with the South 200th to Kent-Des Moines work extending the work beyond South 272nd to the Federal Way Transit Center. This additional scope of work was added to the South Corridor HCT South 200th to Kent-Des Moines Project. At this point the project's name was changed to South Corridor HCT South 200th to Federal Way Transit Center.
- The ST2 plan included funding for environmental review, preliminary engineering, and strategic ROW acquisition from Redondo/Star Lake to the Tacoma Dome. In prior TIP documents for light rail, we have displayed these cost estimates in a single project, HCC to Tacoma Dome P/E & ROW. Beginning in the 2012 TIP, this cost estimate is being split into two projects: HCC to Tacoma Dome ROW and HCC to Tacoma Dome PE. There is currently no budget authorized for the scope of work associated with the HCC to Tacoma Dome ROW. The cost estimate for the environmental review and preliminary engineering is being associated with the South Corridor Alternatives Analysis project (See page 46 of the TIP, Project 4X446).
- The Tacoma Link Alternatives Analysis shows an increase in the total estimate due to the proposed PE budget exceeding the funded cost estimate for PE in the

project.

- Station Access and Demand Study – This project is a roll up of several station access projects that were included in the ST2 plan to allow for initial planning studies. The initial planning work funded by this project was completed.
  - Three projects were found to be eligible to begin preliminary engineering. In this table, the Lakewood, Sumner, and Puyallup Station projects were split from the total project to stand alone with their prior estimate amounts called out to provide comparison for each project.
  - The remaining Station Access & Demand Study project was reduced by the amount unspent in the initial study.
- Sounder South Expanded Service cost estimate is increased to fund anticipated environmental mitigation costs related to adding round trips on Sounder.
- Eastside Rail Partnership is closed out and the cost estimate reduced to reflect project expenditures.



## ST2 COST ESTIMATES

	2008 Estimate	Inc / (Dec)	2011 Estimate	Inc / (Dec)	2012 Estimate
<b>2011 Constant Dollars in Thousands</b>					
<i>Link Light Rail</i>					
East Link	\$2,973,575	(\$467,719)	\$2,505,857	\$326,102	\$2,831,959
North Link - UW to Northgate	1,567,984	(177,958)	1,390,026	-	1,390,026
North Corridor HCT - Northgate to Lynnwood	1,528,032	(226,394)	1,301,637	-	1,301,637
First Hill Link Connector	129,524	108	129,632	-	129,632
South Link - Airport to South 200th Street	367,450	(56,868)	310,582	-	310,582
South Corridor HCT - South 200th to KDM	444,961	(443,692)	1,269	395,537	396,806
South Corridor HCT - KDM to South 272nd St	484,582	(483,313)	1,269	(1,269)	-
HCC to Tacoma Dome - ROW	35,980	(35,980)	-	-	-
HCC to Tacoma Dome - PE	77,748	(77,748)	-	3,945	3,945
Tacoma Link Alternatives Analysis	90,694	(14,202)	76,492	2,690	79,182
Link Maintenance & Storage	267,103	(41,924)	225,179	-	225,179
Link Fleet Expansion	547,174	(27,305)	519,869	-	519,869
<b>Total Link Light Rail</b>	<b>8,514,807</b>	<b>(2,052,996)</b>	<b>6,461,812</b>	<b>727,005</b>	<b>7,188,817</b>
<i>Sounder Commuter Rail</i>					
Station Access & Demand Study	135,876	(78,156)	57,719	(2,353)	55,366
Sumner Station Improvements	43,644	(6,778)	36,866	-	36,866
Puyallup Station Improvements	61,055	(9,370)	51,685	-	51,685
Lakewood Station Improvements	40,951	(6,189)	34,762	-	34,762
Sounder Yard & Shop Facility	150,974	(618)	150,356	-	150,356
Tukwila Permanent Station	37,867	(3,526)	34,341	-	34,341
Edmonds Permanent Station	24,364	(24,364)	-	-	-
Sounder South Expanded Service	186,331	5,683	192,014	3,971	195,985
Reservation Junction - Track & Signal	67,313	(10,342)	56,971	-	56,971
Tacoma Track & Signal	28,213	(282)	27,931	-	27,931
Platform Extensions - South King/Pierce	56,665	(56,665)	-	-	-
Eastside Rail Partnership	53,992	(53,429)	563	(560)	2
<b>Total Sounder Commuter Rail</b>	<b>887,245</b>	<b>(244,037)</b>	<b>643,208</b>	<b>1,057</b>	<b>644,265</b>
<i>Regional Express</i>					
ST Express Bus Base	174,517	(4,863)	169,653	(753)	168,901
Mid-Day Bus Storage	-	-	-	753	753
ST Express Fleet Expansion	38,481	3,918	42,399	-	42,399
I-90 Contribution	50,783	-	50,783	-	50,783
Burien Transit Center Parking Expansion	15,094	-	15,094	-	15,094
Bothell - Parking Garage/Transit Center	5,661	(5,661)	-	-	-
<b>Total Regional Express</b>	<b>284,537</b>	<b>(6,607)</b>	<b>277,930</b>	<b>-</b>	<b>277,930</b>
<b>STart Program</b>	<b>-</b>	<b>-</b>	<b>25,197</b>	<b>-</b>	<b>25,197</b>
<b>Total ST2 Cost Estimate</b>	<b>\$9,686,589</b>	<b>(\$2,303,640)</b>	<b>\$7,408,146</b>	<b>\$728,062</b>	<b>\$8,136,209</b>

Note:

The cost estimates included in the table above reflect the amount funded in the Agency's long-term Financial Plan. Projects proposed to proceed with only limited engineering activity are funded only to the extent that activity requires. Projects proposed to be suspended or deleted have no funding in the current Long-term Financial Plan.

*This page left intentionally blank*

# **APPENDIX B**

## **SOUND TRANSIT PROJECT PHASES**

*This page left intentionally blank*

## **SOUND TRANSIT PROJECT PHASES**

Capital projects are typically planned and executed in phases. Project teams track and report on projects costs relative to the activities and deliverables in each. The phases of capital projects include:

### 10-Agency Administration

Administrative expenditures occur throughout the life of the project and include costs for direct labor by Sound Transit staff (staff dedicated to specific projects) and other direct charges to the project necessary for project execution.

### 20-Preliminary Engineering & Environmental Review

The budget for this phase also includes professional services to complete the preliminary engineering and environmental assessments and evaluations. Preliminary engineering identifies project requirements and defines the project work scope. This includes preliminary design studies, permitting requirements, data collection, public involvement, legal and technical documentation, cost estimates, and assessment of alternatives. The environmental review includes achievement of all necessary environmental permits.

### 30-Final Design & Specification

The final design phase includes professional consultant activities to complete design and full construction plans and specifications, legal and technical documentation, environmental clearance, constructability review, value engineering, data collection, advertising, assessment of alternatives related to project design, and bid reviews.

### 35-Third Parties

Third party expenditures occur through the life of the project and include agreements with other governmental units to reimburse their costs for review of alternatives, design review, and construction monitoring and inspection. In certain cases, when Sound Transit is a funding partner rather than the lead agency, it includes Sound Transit's funding obligation to the lead agency.

### 40-Right-of-Way (ROW) Acquisition & Permits

ROW includes the cost to purchase real property required for construction and construction staging, easements, rights-of-way, and any residential or commercial relocations. This phase include budget for negotiating the purchase price, relocation costs, surveys, appraisals, environmental audits, permits, legal costs, maps, charts, and all permits not included under the general construction contracts.

### 50-Construction

Construction covers project construction contracts, professional and technical assistance, advertising, legal and technical documentation, inspection, testing, and permitting. In addition, the construction budget includes service startup, commissioning of all systems, and training.

### 55-Construction Services

Construction Services includes construction management and other professional services in support of the Agency's management of construction activities.

### 70-Vehicles

Procurement, manufacture, delivery, testing, and commissioning of revenue vehicles, spare parts, and warranty support. Also includes procurement of non-revenue vehicles.

### 80-Start Up and Testing

This phase tests new systems, new schedules, and various specific equipment. This phase includes the training of personnel before the completion of the project to identify issues and correct them to enable a smooth transition to operations and the close out of the project.

### 90-Contingency

Contingency provides a funding source to address general project risks, such as market fluctuations and changes in regulatory requirements. It also covers unforeseen expenses and cost estimate variances.

# **APPENDIX C**

## **SUBAREA ALLOCATIONS**

*This page left intentionally blank*



## **Subarea Allocations**

The Central Puget Sound Regional Transit Authority (Sound Transit) has implemented an accounting and reporting system consistent with the financial policies approved in the ST2 voter-approved program. Annually, Sound Transit (the agency) prepares a Schedule of Sources and Uses of Funds by Subarea (the schedule) that is based on the agency's audited financial statements and the agency's long-term Finance Plan. The schedule reports actual tax revenues received by subarea and an allocation to each subarea of other sources and uses earned.

This system is integrated into the agency's system of internal control over financial reporting, ensuring the integrity of the information reported and provides management, the board, and the citizen oversight panel required information to monitor progress against Sound Transit's subarea commitments to its voters.

Annually, the agency's financial statement auditors perform agreed-upon procedures which look at the allocation of sources and uses of funds presented. These procedures were developed by management and are reviewed by the citizen oversight panel and as approved by the Audit and Reporting Committee of the board. All results from independent examinations are presented to the board.

This appendix provides the drivers that will be used to allocate sources and uses to subareas in 2011. Any projects that are new in 2012 will be added at the end of the year when subarea allocations are calculated.

## Subarea Allocation Drivers

### SOURCES

Description	Driver
Sales Tax	Department of Revenue Location Code
Motor Vehicle Excise Tax	Zip Code Location
Rental Car Tax	Department of Revenue Location Code/ County Level
Capital Grants	Project Costs or Board Designation
Operating Grants	Operating Uses by Mode
Passenger Fare	(see next section)
Interest Earnings	Financial Policies
Other Revenue	Location
Bond Proceeds	Financial Plan

### PASSENGER FARES

Description	Driver
Sounder	Station Boarding
ST Express Bus	Route Boardings/Platform Hours
Central Link Light Rail	Station Boardings

### OPERATING USES

#### Sounder Commuter Rail Services Operating Uses

Description	Driver
BNSF North Line	Track Miles
BNSF South Line	Track Miles
All Other Sounder Operations	Vehicle Miles

#### ST Express Bus Services Operating Uses

Description	Driver
Bus Operations	Platform Hours

#### Link Light Rail Services Operating Uses

Description	Driver
Central Link Operations	Track Miles/Boardings
Tacoma Link Operations	Location

## Other Uses

Description	Driver
Art Maintenance	Facility Location
Accessibility Services	Mode/Operations Use Rule
Other Expenses	Location or Board Designation

## CAPITAL PROJECT USES

Sounder Projects	Driver
Station Access & Demand Study	ST2 Adopted Financial Plan
Eastside Rail Partnership	Location
Sounder Yard and Shop Facility	ST2 Adopted Financial Plan
Positive Train Control	Location
STart Program	Location
Everett - Seattle Track & Signal	Location
Willow Creek Environmental Mitigation	Location
Seattle - Auburn Track & Signal	Location
Auburn - Tacoma Track & Signal	Location
M St. - Lakewood Track & Signal	Location
Permitting / Environmental Mitigation	Location
D Street - M Street Track & Signal	Location
Layover	Vehicle Miles
Everett Station	Location
Mukilteo Station North Platform	Location
Mukilteo Station South Platform	Location
Edmonds Station	Location
Tukwila Station	Location
South Tacoma Station	Location
Lakewood Station	Location
Sounder South Expanded Service	ST2 Adopted Financial Plan

Regional Express Bus Projects	Driver
ST Express Bus Base	ST2 Adopted Financial Plan
Burien Transit Center Parking Expansion	Location
STart Program	Location
Ash Way Transit Access/164 <sup>th</sup> SW	Location
Federal Way HOV Access/S 317 <sup>th</sup>	Location

<b>Regional Express Bus Projects</b>	<b>Driver</b>
Totem Lake Freeway Station/NE 128th	Location
85 <sup>th</sup> Corridor, Kirkland	Location
Kirkland Transit Center/3rd	Location
Renton HOV Access/N 8 <sup>th</sup>	Location
Rainier Avenue Arterial Improvements	Location
Strander Boulevard Extension	Location
Eastgate HOV Access/142 <sup>nd</sup> Ave SE	Location
Lynnwood Transit Center/46 <sup>th</sup> Avenue W	Location
Mountlake Terrace Freeway Station/236 <sup>th</sup> SW	Location
S. Everett Freeway Station/112 <sup>th</sup>	Location
Federal Way Transit Center/S. 317 <sup>th</sup>	Location
Canyon Park Freeway Station/I-406	Location
Issaquah Transit Center/SR900	Location
Totem Lake Transit Center/Evergreen Med Ctr	Location
Newcastle Transit Improvements	Location
Mercer Island Park & Ride/N Mercer Way	Location
Bothell Branch Campus Access	Location
Redmond Transit Center/NE 83 <sup>rd</sup>	Location
Sammamish Park & Ride/228 <sup>th</sup> SE	Location
I-90 Two-Way Transit & HOV Opr, Stage 1	Location
SR 522 HOV Enhancements/Kenmore	Location
SR 522 HOV Enhancements/Bothell	Location
I-90 Two-Way Transit & HOV Opr, Stage 2	Location
I-90 Two-Way Transit & HOV Opr, Stage 3	Location

<b>Link Light Rail Projects</b>	<b>Driver</b>
First Hill Streetcar	Location
Tacoma Link Alternatives Planning	Location
Link Light Rail Maintenance & Storage	ST2 Adopted Financial Plan
STart Program	Location
North Link – UW - Northgate	Location
North Corridor Transit Project	ST2 Adopted Financial Plan
University Link – Pine St. Stub Tunnel – UW Station	Location
Initial Segment	2009 Sound Move Reported Rules

<b>Link Light Rail Projects</b>	<b>Driver</b>
Central Link Switch Heaters	2009 Sound Move Reported Rules; Vehicle Maintenance
DSTT South Access Security	Location
Airport Link – 154 <sup>th</sup> St – 176 <sup>th</sup> St.	Location
Noise Abatement	Location
South Link – Airport to S. 200 <sup>th</sup>	Location
South Corridor Transit Plan	Track Miles
East Link	ST2 Adopted Financial Plan

<b>Service Delivery Projects</b>	<b>Driver</b>
Ticket Vending Machines	Number per Location
Passenger Information System/CCTV	Number per Location
Bus Maintenance Facility	Platform Hours
ST Express Fleet Replacement	Platform Hours
Sounder Fleet Program	2009 Sound Move Reported Rules
ST Express Fleet Expansion	ST2 Adopted Financial Plan
Small Works Program	Location
Auburn Bus Loop Concrete Replacement	Location
King St. Station Platform Light	Location
Security Enhancements	Location
Talking Signs	Location
ST Express Mobile Communications Projects	Platform Hours
Parking Enhancements	Location
Sound Transit Police Office	Location
Bike Locker Program	Number per Location
Sounder ST2 Fleet Expansion	ST2 Adopted Financial Plan
Link OMF Laydown Area Improvements	Boardings/Track Miles
Link LRV Wash Bay Doors	Boardings/Track Miles
Radio Upgrade	Boardings/Track Miles

## SYSTEMWIDE USES

Description	Driver
Agency Administration	Financial Policies
Administrative Capital	Financial Policies
Fare Integration	Financial Policies
Phase II Planning	Financial Policies
Research and Technology	Financial Policies
System Access Program	Financial Policies

## Debt Service Uses

Description	Driver
2011 Debt Service	Financial Plan

## Reserve Contributions

Description	Driver
2011 Capital Replacement Reserve	Financial Plan

# **APPENDIX D**

## **RECONCILIATION OF THE ENDORSED TRANSIT IMPROVEMENT PLAN TO PROPOSED TRANSIT IMPROVEMENT PLAN**

*This page left intentionally blank*



# RECONCILIATION OF THE ENDORSED TRANSIT IMPROVEMENT PLAN TO PROPOSED TRANSIT IMPROVEMENT PLAN

The Proposed 2012 Transit Improvement Plan (TIP) was submitted for Board review in September 2011. The TIP contains the projected expenditures for active phases of capital and operating projects and lifetime budgets for baselined capital project and operating projects with fixed lifetime budgets. The TIP also includes summary level six year forecasts for Service Delivery expenses by mode that reflect detailed service plans contained in the 2012 Service Implementation Plan (SIP). By Resolution No. R2011-18, the Board endorsed the 2011 TIP on December 15, 2011.

There are four circumstances when the lifetime project budget would change from the Proposed to the Endorsed TIP:

1. Changes to project budgets due to non-material corrections
2. Projects that are completed and in closeout, when updating project cashflows to reflect actual historic capital outlays results in a project surplus or deficit
3. Projects for which budget amendments to the proposed budget were adopted by the Board
4. Budget amendments adopted by the Board since the budget was adopted.

## 1. Changes to project budgets due to non-material corrections

Capital Amendment 6 to the budget authorizes the CEO to amend the budget for “non-material corrections” as long as these corrections do not result in changes to project lifetime budgets. There were no projects under this category for the 2012 TIP.

## 2. Updated Project Cashflows based on actual expenditures in 2011

The following projects resulted in a change to the total proposed lifetime budget amount as a result of incorporating actual 2011 capital outlays into the project.

Project	Lifetime Budget as reported in Proposed TIP (\$000)	Revised Lifetime Budget (\$000)	Change to Project Budget (\$000)	Notes
Central Link Switch Heaters (#310)	2,258	2,253	(5)	Lifetime budget decreased to actual outlays as of December 2011, and savings defunded from the capital program.

Note: There may be insignificant variances due to rounding.

As a result of incorporating actual 2011 capital outlays, the following projects contain changes to the project cashflow between individual phases, with no change to either the total project fiscal year 2012 budget or the total project lifetime budget.

<b>Souder:</b>	<b>Regional Express:</b>
Layover	None.
Mukilteo Station, South Platform	
D Street - M Street Track & Signal	<b>Link:</b>
South Tacoma Station	None.
Lakewood Station	
Station Access & Demand Study	<b>Service Delivery Capital:</b>
	None.

### 3. Changes to lifetime project budgets reflected in amendments

As a part of the TIP review process, Board committees reviewed the Proposed 2012 TIP and added amendments before the final approval of the Budget. These changes made by the Board as part of the review process are included in the following reconciliation.

The lifetime budget for the Bus Maintenance Facility project was reduced by \$314,000 by the Board (Resolution No. R2011-18, Capital Amendment 11) to fund the new Security Radios project (Resolution No. R2011-18, Capital Amendment 10).

The lifetime budget for the Small Works Program project was reduced by \$146,000 by the Board (Resolution No. R2011-18, Capital Amendment 9) to fund the increased costs arising from building code changes for the LRV Wash Bay Doors project (Resolution No. R2011-18, Capital Amendment 8).

The Mid-Day Bus Storage project is a new project with a lifetime budget of \$777,000 to provide a permanent midday bus storage area (Resolution No. R2011-18, Capital Amendment 14). This project is funded from the ST2 Express Bus Base project cost estimate, maintained in the agency's long-term financial plan.

The lifetime budget for the DSTT South Access Security project was increased by \$50,000 by the Board (Resolution No. R2011-18, Capital Amendment 15) to fund additional construction work by Seattle Department of Transportation and King County Metro.

The lifetime budget for the administrative capital project was reduced by \$32.2M by the Board (Resolution No. R2011-18, Capital Amendment 13) to fund the new Information Technology Program project (Resolution No. R2011-18, Capital Amendment 12), allowing for greater transparency in IT projects.

Project	Lifetime Budget as reported in Proposed TIP (\$000)	Revised Lifetime Budget (\$000)	Change to Project Budget (\$000)	Notes
<b>Service Delivery</b>				
Bus Maintenance Facility (#261)	22,347	22,033	-314	Budget reduced to fund the new Security Radios project.
Security Radios (#779)	0	314	314	This is a new project funded by transfers from the Bus Maintenance Facility project.
Small Work Program (#740)	5,243	5,097	-146	Budget reduced to fund Link LRV Wash Bay Doors project.
Link LRV Wash Bay Doors (#762)	200	346	146	Lifetime budget increased due to new cost estimates, funded by transfers from the Small Work Program project.
<b>Regional Express</b>				
Mid-Day Bus Storage (#020)	0	777	777	This new project is funded from the ST2 Express Bus Base project cost estimate maintained in the agency's long-term financial plan.
<b>Link Light Rail Program</b>				
DSTT South Access Security (#320)	750	800	50	Per Capital Amendment #15, the lifetime budget increased for additional construction work required by SDOT and KCM.
<b>Agency Administration</b>				
Information Technology Program (#011)	0	32,235	32,235	New project created for IT investments by transferring \$32.2M from the administrative capital project.
Administrative Capital (#001)	45,569	13,334	(32,235)	Lifetime budget reduced by \$32.2M to fund the creation of the new Information Technology Program.

Note: There may be insignificant variances due to rounding.

#### 4. Subsequent budget amendments adopted by the Board

The following lifetime project budgets were adopted per Resolution No R2012-06 and Resolution No R2012-07, on February 23, 2012:

Project	Lifetime Budget as reported in Proposed TIP (\$000)	Revised Lifetime Budget (\$000)	Change to Project Budget (\$000)	Notes
LRV On Board Energy Storage (#210)	0	1,643	1,643	Resolution R2012-06, adopted by the ST Board 2/23/12
South Corridor HCT S.200th to Federal Way Transit Center (#445)	17,516	41,843	24,327	Expand the scope of this project to include alternatives analysis, environmental review and conceptual engineering to the Federal Way Transit Center.
South Corridor Alternatives Planning (#446)	5,542	4,064	(1,479)	Reduce the scope of this project for the portion of the Federal Way extension already budgeted within this project, now covered in the South Corridor HCT project above.

Note: There may be insignificant variances due to rounding.

*This page left intentionally blank*

# **APPENDIX E**

## **LIST OF CHARTS, MAPS, AND TABLES**

*This page left intentionally blank*

# LIST OF CHARTS, MAPS, AND TABLES

## AGENCY OVERVIEW

Map: Sound Transit District .....	5
-----------------------------------	---

## TRANSIT IMPROVEMENT PLAN OVERVIEW

Table: Transit Improvement Plan Summary .....	11
---	----

## SERVICE DELIVERY

Table: Service Delivery Summary .....	17
---------------------------------------	----

## PROJECT DELIVERY

Table: Project Delivery Summary .....	20
Map: Link Light Rail Capital Projects .....	22
Table: Link Light Rail 2012 TIP Cashflow by Budget Approval .....	29
Table: Link Light Rail 2012 TIP Cashflow by Subarea .....	30
Table: Link Light Rail 2012 TIP Cashflow by Phase .....	30
Map: Sounder Commuter Rail Capital Projects .....	49
Table: Sounder Commuter Rail 2012 TIP Cashflow by Budget Approval .....	56
Table: Sounder Commuter Rail 2012 TIP Cashflow by Subarea .....	58
Table: Sounder Commuter Rail 2012 TIP Cashflow by Phase .....	58
Map: Regional Express Capital Projects .....	84
Table: Regional Express 2012 TIP Cashflow by Budget Approval .....	91
Table: Regional Express 2012 TIP Cashflow by Subarea .....	93
Table: Regional Express 2012 TIP Cashflow by Phase .....	93
Table: Service Delivery 2012 TIP Cashflow by Budget Approval .....	127
Table: Service Delivery 2012 TIP Cashflow by Subarea .....	129
Table: Service Delivery 2012 TIP Cashflow by Phase .....	129
Table: Other Agency Projects 2012 TIP Cashflow by Program .....	163

## AGENCY ADMINISTRATION

Table: Agency Administration Summary .....	173
Table: Agency Administration 2012 TIP Cashflow by Program .....	175

## Appendix A – ST2 Cost Estimates

Table: ST2 Cost Estimates .....	183
---------------------------------	-----

## APPENDICES

### Appendix C – Subarea Allocations

Table: Subarea Allocation Drivers .....	192
---	-----

*This page left intentionally blank*



# **APPENDIX F**

## **GLOSSARY**

*This page left intentionally blank*

## GLOSSARY OF TERMS

*The following definitions reflect how the terms are used at Sound Transit and in this document.*

**ADA** – Americans with Disabilities Act

**Adopted Budget** – The Board-approved budget and capital plan for Sound Transit for the current fiscal year

**Baseline** – A plan, design, specification, contract, or other approved document or configurations against which actual performance is measured. Baseline can also refer to a schedule or budget used for management control and reporting purposes.

**BAT** – Business and Transit Access

**BCE** – Baseline Cost Estimate

**BNSF** – Burlington Northern Santa Fe Railway

**Board** – The Sound Transit Board of Directors

**Capital Asset** – Assets costing \$5,000 or more and having useful lives greater than two years

**Capital Outlay** – Expense which results in the acquisition of or addition to fixed assets

**Capital Projects** – Projects that purchase or construct capital assets

**CCTV** – Closed circuit television

**CEA** – Communication and External Affairs Department

**CEO** – Sound Transit Chief Executive Officer

**CFO** – Sound Transit Chief Financial Officer

**Contingency** – A budgetary reserve put aside for emergencies or unforeseen expenses

**COP** – Citizen Oversight Panel

**CPI** – Consumer Price Index

**DBE** – Disadvantaged Business Enterprise

**Debt Service** – Payment of interest and principal

**DECM** – Design, Engineering, and Construction Management Department

**Department** – Highest organizational unit of Sound Transit, consisting of Executive; Finance and Information Technology; Legal; Design, Engineering, and Construction Management; Planning, Environment, and Project Development; Operations; and Communications and External Affairs.

**Depreciation** – A method by which the costs of plants, property, and equipment are systematically and rationally allocated over their useful life.

**Division** – Organizational sub-unit within departments

**DPO** – Diversity Program Office

**DSTT** – Downtown Seattle Transit Tunnel

**EEO** – Equal Employment Opportunity

**EIS** – Environmental Impact Statement

**ELT** – Executive Leadership Team

**ERP** – Enterprise Resource Planning

**ESMS** – Environmental Sustainability Management System

**Expense** – A decrease in net current assets. Expenses include salaries and benefits, administrative expenses, debt service, and those current operating costs that require the use of current assets.

**EXEC** – Executive Department

**FEIS** – Final Environmental Impact Statement

**FSEIS** – Final Supplemental Environmental Impact Statement

**FFGA** – Full Funding Grant Agreement

**Fiscal Year** – A 12-month period to which the annual operating budget applies and at the end of which a government determines its financial position and results of its operations. Sound Transit's fiscal year is concurrent with the calendar year.

**FIT** – Finance and Information Technology Department

**FTA** – Federal Transit Administration

**FTE** – Full Time Equivalent employee. The fractional equivalent of one full-time employee working a 40-hour work week for one calendar year.

**FY** – Fiscal Year

**GAAP** – General Accepted Accounting Principles

**GIS** – Geographic Information Services

**GMA** – Growth Management Act

**HCT** – High Capacity Transit

**HOV** – High-Occupancy Vehicle

**IT** – Information Technology

**KCM** – King County Metro

**LRV** – Light Rail Vehicle

**MMIS** - Maintenance Management Information System

**MVET** – Motor Vehicle Excise Tax

**NTD** – National Transit Database

**O&M** – Operations and Maintenance

**OCS** - Overhead Contract System

**OEM** – Original Equipment Manufacturer

**OMF** – Operations Maintenance Facility

**OPS** – Operations Department

**ORCA** – One Regional Card for All

**P-Card** – Purchase Card

**PCMCIA** – Personal Computer Memory Card International Association

**PE** – Preliminary Engineering

**PE/ED** – Preliminary Engineering and Environmental Documentation

**PEPD** – Planning, Environment, and Project Development Department

**PLA** – Project Labor Agreement

**Proposed Budget** – The recommended and unapproved Sound Transit budget submitted by the CEO to the Board.

**PSST** – Pine Street Stub Tunnel

**Revenues** – Increases in proprietary fund type net total assets from other than expense refunds and capital contributions.

**REX** – Regional Express

**RFP** – Request for Proposal

**RIAS** - Remote Infrared Audible Signage

**ROD** – Record of Decision

**ROIP** – Rail Operations Insurance Program

**ROW** – Right of Way

**RSIP** - Residential Sound Insulation Program

**SIP** – Service Implementation Plan

**SODO** – South of downtown Seattle

**Sound Move** – Voter-approved (1996) plan to build a high-capacity public transit system

**Sound Transit** – The Central Puget Sound Regional Transit Authority

**SPI** - Schedule Performance Index

**SR** – State Route

**ST2** – Sound Transit 2 – Voter-approved (2008) second phase of Sound Transit’s plan for mass transit expansion

**STart**– Sound Transit Art Program – Public Art

**STU** – Sound Transit University Program

**Subarea** – Five subareas of the Sound Transit District defined for planning and budgeting purposes consisting of Snohomish County, North King County, East King County, South King County, and Pierce County.

**TCO** – Total Cost of Ownership

**TIP** – Transit Improvement Plan

**TOD** – Transit Oriented Development

**TPSS** – Traction Power Sub Station

**TVM** – Ticket Vending Machine

**USB** – Universal Serial Bus

**UW** – University of Washington

**WSDOT** – Washington State Department of Transportation

**YOE** – Year of Expenditure

To request accommodations for persons with disabilities or to receive information in alternative formats, please call 1-888-889-6368, TTY Relay 711 or e-mail [accessibility@soundtransit.org](mailto:accessibility@soundtransit.org)